

Oakland/Nauru UTA Airspace Area Delegated to Oakland Center Above FL245

Aircraft operating in the Oakland/Nauru UTA airspace area delegated to Oakland Center above FL 245 can expect to receive ATA services associated with the following types of airspace and associated altitudes:
 Class A—above FL 245 to FL 600, inclusive except less than 100 NM seaward from the shoreline within controlled airspace, sunrise to sunset, is Class E below FL 200;
 Class E—above FL 600.

Oakland/Tokyo UTA Airspace Area Delegated to Oakland Center at and Above FL 55

Aircraft operating in the Oakland/Tokyo UTA delegated airspace to Oakland Center at and above FL 55 can expect to receive ATC services associated with the following types of airspace and associated altitudes:
 Class A—FL 55 to FL 600, inclusive except less than 100 NM seaward from the shoreline within controlled airspace, sunrise to sunset, is Class E below FL 200;
 Class E—above FL 600.

San Juan Oceanic CTA/FIR

Aircraft operating in the San Juan Oceanic CTA/FIR can expect to receive ATC services associated with the following types of airspace and associated altitudes:
 Class G—below FL 25;
 Class E—FL 25 to, but not including FL 180;
 Class A—FL 180 to FL 600, inclusive;
 Class E—above FL 600.

Accordingly, the U.S. designation of ICAO classes of Oceanic Airspace and associated altitudes, as described in this notice will be reflected on the appropriate aeronautical charts.

Issued in Washington, DC, on March 28, 2003.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Deadline for Notification of Intent to Use the Airport Improvement Program (AIP) Sponsor Entitlement, Cargo Funds, and Nonprimary Entitlement Funds for Fiscal Year 2003

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces May 1, 2003, as the deadline for each airport sponsor to notify the FAA that it will use its fiscal year 2003 entitlement funds to accomplish projects identified in the Airports Capital Improvement Plan that was formulated in the spring of 2002.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Molar, Manager, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-500, on (202) 267-3831.

SUPPLEMENTARY INFORMATION: Section 47105(f) of Title 49, United States Code, provides that the sponsor of each airport to which funds are apportioned shall notify the Secretary by such time and in a form as prescribed by the Secretary, of the sponsor's intent to apply for the funds apportioned to it (entitlements). This notice applies only to those airports that have received such entitlements, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2003 for any of its available entitlement funds including those unused from prior years, shall be in the form of inclusion of projects for fiscal year 2003 in the Airports Capital Improvement Plan.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by May 1, 2003, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(f), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds. Airport sponsors may request unused entitlements after September 30, 2003.

Issued in Washington, DC, on March 28, 2003.

Barry Molar,

Manager, Airports Financial Assistance Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 03-06-C-00-CLM To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at William R. Fairchild International Airport, Submitted by the Port of Port Angeles, William R. Fairchild International Airport, Port Angeles, WA.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at William R. Fairchild International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 5, 2003.

ADDRESSES: Comments on this application may be mailed or delivered to triplicate to the FAA at the following address: Mr. J. Wade Bryant, manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jeffery Robb, Airport Manager, at the following address: PO Box 1350, Port Angeles, WA 98362.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to William R. Fairchild International Airport, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Regulation; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055-4056. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application 03-06-C-00-CLM to impose and use PFC revenue at William R. Fairchild International Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 27, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Port Angeles, William R. Fairchild International Airport, Port Angeles, Washington, was

substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 28, 2003.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:

October 1, 2003.

Proposed charge expiration date: June 1, 2008.

Total requested for use approval: \$313,484.

Brief description of proposed project: Drainage System Construction; GA Site Development; Obstruction Removal; Taxiway Restriping and Reflector Installation; Runway 26 Safety Area.

Class or classes of air carriers that the public agency has requested not be required to collect PFC's: none.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Regulation, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, a notice and other documents germane to the application in person at the William R. Fairchild International Airport.

Issued in Renton, Washington on March 27, 2003.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 03-8144 Filed 4-2-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the Fulton Street Transit Center in New York, NY

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FTA, in cooperation with the Metropolitan Transportation Authority (MTA) and New York City Transit (NYCT), intends to prepare an Environmental Impact Statement (EIS) on a proposal to create the Fulton Street Transit Center in Lower Manhattan, New York, NY. The proposed project would consist of six distinct elements: (1) A new mass transit "Center" at street

and subsurface levels on Broadway between Fulton and John Streets that would provide consolidated access to, and transfers between nine different subway lines; (2) rehabilitation of the 4/5 line Fulton Street Station and the 2/3 line Fulton Street Station; (3) improvements to the mezzanines and platform access at the A/C line Fulton Street Station that would facilitate way-finding, circulation and access to the street and to the platform; (4) an underground concourse below Dey Street between Broadway and Church Street that would connect the N/R line and the area west of Church Street with the 4/5 line and the area east of Broadway; (5) a pedestrian and passenger connection located beneath Church Street that would link the Cortlandt Street Station on the N/R line with the E line terminal station at the former World Trade Center site and include a new transfer between N/R platforms; and (6) various improvements to street entrances to the subway to provide better access for all users, including Americans with Disabilities Act (ADA) compliant access. The location for these proposed improvements is in Lower Manhattan in the area bounded by Church Street to the west, William Street to the east, Fulton Street to the north and Dey Street and John Street to the south.

The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the applicable regulations implementing NEPA, as set forth in 23 CFR part 771 and 40 CFR parts 1500-1508. As co-sponsors of the proposed project, the MTA and NYCT will ensure that the EIS and the environmental review process also satisfy the requirements of the New York State Environmental Quality Review Act (SEQRA) as may be applicable.

The EIS will evaluate a No Action Alternative, various Build Alternatives, and any additional alternatives generated by the scoping process. Scoping will be accomplished through meetings and correspondence with interested persons, organizations, and Federal, state, regional, and local agencies.

DATES: The public is invited to participate in project scoping on April 29, 2003 from 6 p.m. to 9 p.m. at the location identified under **ADDRESSES** below to ensure that all significant issues are identified and considered. Poster boards depicting the project concept will be available for review at the meeting location from 4 p.m. to 6 p.m. A formal presentation by MTA and NYCT regarding the project will be

made at 6 p.m., followed by the opportunity for the public to ask questions and make comments on the scope of the EIS. MTA and NYCT representatives will be available for informal questions and comments during the 4 to 6 p.m. poster session. Those wishing to speak are requested to register at the meeting location before 7 p.m. Additional speakers will be invited until there are no more requesting to be heard. Subsequent opportunities for public involvement will be announced on the Internet, by mail, and through other appropriate mechanisms, and will be conducted throughout the study area. Additional project information may be obtained from the MTA Web site: <http://www.mta.info> (click "Inside the MTA" then "Planning Studies," and "Fulton Street Transit Center"). Written comments on the scope of the EIS should be sent to the MTA Project Manager by May 13, 2003 at the address given under **ADDRESSES** below.

ADDRESSES: The public scoping meeting will be held at The Alexander Hamilton U.S. Custom House, One Bowling Green, Lower Level Auditorium, New York, NY. The scoping meeting site is accessible to mobility-impaired people and interpreter services will be provided for hearing-impaired people upon request. Written comments will be taken at the meeting or may be sent to the following address at any time during the scoping period: Mr. William Wheeler, Director, Special Project Development and Planning, Fulton Street Transit Center, C/O Government and Community Relations, MTA New York City Transit, 130 Livingston Street, Brooklyn, New York, NY 11201. The scoping packet may also be requested by writing to this address or by calling (718) 694-5160. Requests to be placed on the project mailing list may also be made by calling this number or by writing to the project address above.

FOR FURTHER INFORMATION CONTACT: Susan E. Schruth, Director, Lower Manhattan Recovery Office, Federal Transit Administration, One Bowling Green, Room 429, New York, NY 10004; Telephone: (212) 668-1770.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and MTA/NYCT invite interested individuals, organizations, and Federal, state, and local agencies to provide comments on the scope of the Fulton Street Transit Center EIS. During the scoping process, comments should focus on specific social, economic, or environmental issues to be evaluated, and on suggesting alternatives that may be less costly or have fewer