DEPARTMENT OF TRANSPORTATION
Office of the Secretary
Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending June 19, 2010

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier were filed under Subpart B (formerly Subpart Q) of the Department of Transportation’s Procedural Regulations (See 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Date Filed: June 14, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 6, 2010.
Description: Application of Aviation Services, Ltd. (d/b/a Freedom Air (Guam)) (“Freedom Air”) requesting a certificate of public convenience and necessity authorizing Freedom Air to engage in foreign charter air transportation of persons, property and mail.

Date Filed: June 14, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 6, 2010.
Description: Application of Island Airlines, LLC requesting authority to conduct operations as a commuter air carrier.

Date Filed: June 14, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 6, 2010.
Description: Application of Southern Air Inc. requesting a certificate of public convenience and necessity and an exemption to engage in scheduled foreign air transportation of property and mail between a point or points in the United States, on one hand, and a point or points in the People’s Republic of China, on the other hand, via intermediate points, and beyond China.

Date Filed: June 18, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 9, 2010.
Description: Application of Air Europa Lineas Aereas, S.A.U. requesting renewal of its exemption authority and a foreign air carrier permit to engage in: (i) Foreign scheduled and charter air transportation of persons, property and mail from any point or points behind any Member State of the European Union via any point or points in any Member State and via intermediate points to any point or points in the United States and beyond; (ii) foreign scheduled and charter air transportation of persons, property and mail between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (iii) foreign scheduled and charter cargo air transportation between any point or points in the United States and any other point or points; (iv) other charters pursuant to prior approval requirements; and (v) transportation authorized by any additional route rights made available to European Community carrier in the future.

Renee V. Wright,
Program Manager, Docket Operations, Federal Register Liaison.

DEPARTMENT OF TRANSPORTATION
Office of the Secretary
Aviation Proceedings, Agreements Filed the Week Ending June 19, 2010

The following Agreements were filed with the Department of Transportation under Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Date Filed: June 17, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 8, 2010.
Description: Application of Japan Airlines requesting authority to conduct operations as a community air carrier between Japan and the United States.

Date Filed: June 17, 2010.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 8, 2010.
Description: Application of All Nippon Airways, Inc. requesting authority to conduct operations as a community air carrier between Japan and the United States.

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
Notice of Draft Finding of No Significant Impact for the Washington State Portion of the Pacific Northwest Rail Corridor Upgrades Tier-1 Environmental Assessment

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (DOT).
ACTION: Notice of availability; Request for comments on draft Finding of No Significant Impact.
SUMMARY: In accordance with the National Environmental Policy Act of 1969 (NEPA) and the FRA’s Procedures for Considering Environmental Impacts (FRA Environmental Procedures) (64 F.R. 28545 (May 26, 1999)), the FRA and the Washington State Department of Transportation (WSDOT) prepared a Tier-1 Environmental Assessment (Tier-1 EA) that evaluates the impacts of a corridor improvements program to the Washington State portion of the Pacific Northwest Rail Corridor (PNWRC Program). Based on the Tier-1 EA, the FRA has prepared a draft finding of no significant impact (draft FONSI) and is inviting the public to comment on the draft.
DATES: Written comments will be accepted on or before August 9, 2010. Any substantive comments received before the close of the comment period will be considered and addressed in the final FONSI. Copies of both the Tier-1 EA and draft FONSI are available on FRA’s Web site at: http://www.fra.dot.gov/Pages/3006.shtml and WSDOT’s Web site at http://www.wsdot.wa.gov/Freight/publications/PassengerRailReports.htm.
ADDRESSES: Please submit written comments on the draft FONSI to Elizabeth Phinney, Rail Environmental Manager, Washington State Department of Transportation, State Rail and Marine Office, 310 Maple Park Ave., SE., P.O. Box 47407, Olympia, WA 98504–7407. Comments may also be submitted in writing to Melissa DuMond, Environmental Protection Specialist, ATTN: PNWRC FONSI, Federal Railroad Administration, 1200 New York Avenue, NW, Washington, DC 20590.
improvements on the PNWRC. The Corridor Service Expansion Alternative analyzes the effect on the human and natural environments of the service improvements that involve 23 individual projects that build on one another and collectively meet the goals of the PNWRC Program to expand and improve service along the PNWRC. The Tier-1 EA was completed in September, 2009 and was made available for comment between October 2, 2009 and October 23, 2009 on the WSDOT Web site. Thirteen agencies submitted written comments. No individual written comments were received.

Based on the Tier-1 EA and contingent upon successful completion of mitigation measures detailed in the draft FONSI, FRA has determined that the improvements will not have a significant impact on the quality of the human or natural environment. Therefore, FRA has drafted a FONSI for the proposed program of improvements. This FONSI based on the Tier-1 EA has been prepared to comply with NEPA and the FRA’s Environmental Procedures. FRA has concluded that the award of Federal funds to implement the program of improvements to the Washington State segment of the PNWRC that are described as Service Blocks 1, 2, and 3 in the EA, constitute a major Federal action within the meaning of Section 102(c) of NEPA (43 U.S.C. 4321). Prior to release of construction funding for individual projects, WSDOT will successfully complete applicable mitigation measures detailed in the draft FONSI and complete appropriate project-level NEPA evaluations, documentation, and required determinations for the individual project.

FRA Environmental Procedures require that a FONSI be made available to the public for not less than 30 days when the “nature of the proposed action is one without precedent.” Because this is the first Tier-1 EA and draft FONSI that FRA will issue, this notice invites the public to comment on the draft FONSI.

Issued in Washington, DC, on July 2, 2010.

Mark E. Yachmetz,
Associate Administrator for Railroad Policy and Development.

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration

Environmental Impact Statement for the Proposed Implementation of Rail Passenger Service on the Cotton Belt Corridor

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), as the Federal lead agency, and the Dallas Area Rapid Transit (DART) intend to prepare an Environmental Impact Statement (EIS) to study the implementation of rail passenger service on the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport (DFWIA) in Tarrant County, Texas, through a large portion of northwest Dallas County, to the existing DART Red Line Light Rail Transit (LRT) corridor in the Cities of Plano and Richardson in Collin County, Texas. The primary purpose of the Cotton Belt Corridor Regional Rail Project is to provide passenger rail connections that will improve mobility, accessibility and system linkages to major employment, population and activity centers.

The Federal Aviation Administration (FAA), having jurisdiction over airports, is being requested to be a cooperating agency in this study. The purpose of this Notice is to alert interested parties regarding the plan to prepare the EIS, to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS proposed in this notice, and to announce that public scoping meetings will be conducted.

DATES: Comment Due Date: Written comments on the scope of the EIS, including the preliminary statement of purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to DART by August 30, 2010. See ADDRESSES below for the address to which written public comments may be sent. Scoping Meetings: The public scoping meeting will be held on

- Thursday, July 29, 2010, at 6:30 p.m. at the Addison Conference Center, 15650 Addison Road, Addison, TX.

Please notify the DART Community Affairs representative at (214) 749–2590 at least one week in advance of the meeting date if language translation or hearing-impaired signing is needed. The