

burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 30, 2002.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.*

[FR Doc. 02-25472 Filed 10-4-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Prepare Draft and Final Environmental Impact Statements

**AGENCY:** Federal Aviation Administration, DOT

**ACTION:** Notice.

The Northwest Mountain Region, Airports Division, Federal Aviation Administration, acting as lead agency, intends to prepare Draft and Final Environmental Impact Statements (EIS) for the construction of a replacement airport at St. George, Utah.

#### Background

On January 30, 2001, the Federal Aviation Administration (FAA) issued a Record of Decision/Finding of No Significant Impact document for the construction of a replacement airport at St. George, Utah. On December 22, 2001, the Grand Canyon Trust filed suit against the FAA in the U.S. Circuit Court of Appeals for the District of Columbia Circuit. On May 24, 2002, the court issued its decision on the issues. In summary, the court found that "the FAA must evaluate the cumulative impact of noise pollution on the Park as a result of construction of the proposed replacement airport in light of air traffic near and over the Park, for whatever airport, air tours near or in the Park, and the acoustical data collected by the NPS in the Park in 1995 and 1998 mentioned in comments on the draft Environmental Assessment (EA)." The court remanded the case [to the FAA] "because the record is insufficient for the court to determine whether an EIS is required".

The purpose of the Draft and Final EIS's will be to address the court's issues and any other environmental issues that have changed since issuance of the final environmental assessment in January of 2001.

#### Proposed Action and Alternatives

The proposed action is the construction of a replacement airport at St. George, Utah. Alternatives to be evaluated include:

- a. No-Build (continue using the existing airport as is).
- b. Build a replacement airport at the preferred site (which is a combination of alternatives sites 1 and 1A), and
- c. Alternative sites 1, 1A, and 2 as described on pages 32-40 of the final EA.

#### Scoping Process

The proposed action was the subject of a Final Environmental Assessment (FEA) report prepared in January 2001. Persons wishing to review the FEA in order to better understand the proposed action or provide comments regarding environmental concerns may review the FEA at the following locations:

Federal Aviation Administration,  
Airports Division, ANM-600, 1601  
Lind Avenue, SW., Renton,  
Washington, 98055-4056.  
Denver Airports District Office, 26805 E.  
68th Ave., Suite 224, Denver, CO  
80249-6361.

City of St. George, Public Works Office,  
175 East 200 North, St. George, UT  
84770.

Washington County Library, St. George  
Branch, 50 S. Main, St. George, Utah.

In order to insure that all significant issues related to the proposed action are identified and given consideration, letters containing environmental concerns must be received by Dennis Ossenkop, 1601 Lind Ave. SW., Suite 315, Renton, WA 98055-4056 by November 14, 2002.

#### Release of Draft EIS

Approximate Release of Draft EIS:  
Unknown at this time.

#### Point of Contact for Information

Dennis Ossenkop, 1601 Lind Ave. SW.,  
Suite 315, Renton, WA 98055-4056,  
Telephone: 425-227-2611.

Dated: September 27, 2002.

**Lowell H. Johnson,**

*Manager, Airports Division, Northwest Mountain Region.*

[FR Doc. 02-25317 Filed 10-4-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In July 2002, there were 11 applications approved. Additionally, four approved amendments to previously approved applications are listed.

**SUMMARY:** The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph (d) of § 158.29.

#### PFC Applications Approved

*Public Agency:* Asheville Regional Airport Authority, Asheville, North Carolina.

*Application Number:* 02-02-C-00-AVL.

*Application Type:* Impose and use a PFC.

*PFC Level:* \$4.50.

*Total PFC Revenue Approved in This Decision:* \$4,977,794.

*Earliest Charge Effective Date:* October 1, 2002.

*Estimated Charge Expiration Date:* November 1, 2006.

*Class of Air Carriers Not Required To Collect PFC's:* Air taxi/commercial operators filing FAA Form 1800-31.

*Determination:* Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Asheville Regional Airport.

*Brief Description of Projects Approved for Collection and Use:*

Install fire alarm system.  
Flight information display.  
Construct runway safety area, runway 16, phase I.  
Construct runway safety area, runway 16, phase II.  
Rehabilitate terminal sidewalks.  
Modify access road.  
Construct perimeter security road.  
Construct aircraft rescue and firefighting road.  
Install perimeter fencing.  
Construct runway safety area, runway 16, phase III.  
Replace terminal roof.  
Install emergency generators.  
Replace chiller.  
Update master plan.  
Install baggage belt.  
Modify loading bridge.  
Construct baggage facility.  
Rehabilitate runway lights.  
Improve runway/taxiway safety area.  
Expand baggage claim.