

aviation in the vicinity of the laser activity. Upon completion of the review, the FAA issues a letter of determination to the respondent concerning their request.

Burden on public: It is estimated that approximately 20 respondents will submit approximately 200 requests (the Notice Form and the Configuration Form) to the FAA. First-time submitters could take up to 10 hours to prepare the documentation. Subsequent submissions from the same party for the same system may require only about 20 minutes. The total burden on the public is estimated to be 2,200 hours annually.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the 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.

Public protection clause: An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. Once a control number is assigned, it will be published.

Issued in Washington, DC, on August 14, 2000.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 00-21131 Filed 8-18-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose a Passenger Facility Charge (PFC) at Hilton Head Island Airport, Hilton Head Island, SC

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 a PFC at Hilton Head Island Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 20, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Attn: Tracie L. Dominy, 1701 Columbia Avenue, Suite 2-260, College Park, GA 30337.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Randolph L. Wood, Deputy Administrator of Beaufort County Council at the following address: Post Office Drawer 1228, Beaufort, SC 29901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Beaufort County Council under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Tracie L. Dominy, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia, (404) 305-7148. 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 to impose a PFC at Hilton Head Island Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 14, 2000, the FAA determined that the application to impose a PFC submitted by Beaufort County Council was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 16, 2000.

The following is a brief overview of the application.

PFC Application No.: 00-02-I-00-HXD.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 2000.

Proposed charge expiration date: January 1, 2009.

Total estimated PFC revenue: \$2,076,657.

Brief description of proposed project(s):

1. Land Acquisition (10 acres).
2. General Aviation/Apron Development.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135/non-scheduled carriers.

Any person may inspect the application in person at the FAA office listed below under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Beaufort County Council.

Issued in College Park, Georgia, on August 14, 2000.

Scott L. Seritt,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 00-21130 Filed 8-18-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Brazos, Burleson, Grimes, and Robertson Counties, Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Brazos, Burleson, Grimes, and Robertson Counties, Texas.

FOR FURTHER INFORMATION CONTACT: Salvador Deocampo, Acting District Engineer, Federal Highway Administration, 300 E. 8th Street, Room 826, Austin, Texas 78701, Telephone 512-916-5988.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Federal Railroad Administration (FRA), Texas Department of Transportation (TxDOT), and the Bryan/College Station Metropolitan Organization (B/CSMPO), will prepare an environmental impact statement (EIS) for upgrading the existing railroad corridor or constructing a new corridor for the Union Pacific Railroad (UPRR). The study corridor is approximately 25 miles in length and includes portions of Brazos, Burleson, Grimes and Robertson Counties; the cities of Bryan and College Station; and the Texas A&M University (TAMU) campus. From a regional and local perspective, the UPRR in this area could significantly impact roadway operations, and traffic and pedestrian safety. The population and traffic volumes have grown significantly in the region and the region's population is projected to increase by 50% by the year 2025. Traffic and safety issues are further exacerbated by increasing rail traffic and operations, increasing