

groups

ED-201

11h30 to 17h00: Continuation of ED-201 work.

ED-202A/ED-203

11h30 to 17h00: Addressing resolution of Blocking Points. Interaction with ED-201/ED-204 drafting groups, where necessary:

- Segregation of & Interaction Between Security & Safety Processes
- Integration of AWSP with PRA principles
- Definition, Terminology and Use of SL/SAL/SEL/* * *
- Definition of "Security Environment" and how to treat its evolutionary nature and resulting consequences
- Scope of the Documents: Type Certificate, STC and Change to Type Design
- Consistency of (Table of) Contents between ED-202 & ED-203

ED-204

11h30 to 17h00: Continuation of ED-204 work. Interaction with ED-202 drafting group, where necessary.

September 12th & 13th

ED-202A/ED-203

09h00 to 17h00: Addressing resolution of Blocking Points. Interaction with ED-201/ED-204 drafting groups, where necessary.

ED-204

09h00 to 17h00: Continuation of ED-204 work. Interaction with ED-202 drafting group.

September 14th

Plenary

09h00 to 15h00: Joint Plenary:

- Achievements of this meeting with focus on ED-202A/DO-326A and ED-204
- Open items & Planning of activities
- Publication Schedule/Options for Open Consultation/FRAC
- Position of Regulatory Authorities: Go Ahead?

15:00 Wrap-Up, Adjourn.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 10, 2012.

David Sicard,

*Manager, Business Operations Branch,
Federal Aviation Administration.*

[FR Doc. 2012-20257 Filed 8-16-12; 8:45 am]

BILLING CODE 4910-13-P

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 2012, there were eight applications approved. Additionally, 16 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: San Diego County Regional Airport Authority, San Diego, California.

Application Number: 12-10-C-00-SAN.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$31,299,883.

Earliest Charge Effective Date: October 1, 2036.

Estimated Charge Expiration Date: November 1, 2037.

Class of Air Carriers Not Required to Collect PFC'S: Nonscheduled/on demand air carriers filing FAA Form 1800-31.

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

Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:

Rehabilitate taxiway C.
Quieter home program—phase IV.

Brief Description of Project Approved for Collection and Use at a \$3.00 PFC Level:

Airport master plan update.

Brief Description of Project Approved for Collection at a \$4.50 PFC Level:

Relocate runway 09 displaced threshold.

Decision Date: July 3, 2012.

FOR FURTHER INFORMATION CONTACT:

Darlene Williams, Los Angeles Airports District Office, (310) 725-3625.

Public Agency: County of Gregg, Longview, Texas.

Application Number: 12-03-C-00-GGG.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$1,178,540.

Earliest Charge Effective Date: February 1, 2013.

Estimated Charge Expiration Date: September 1, 2023.

Class of Air Carriers Not Required to Collect PFC'S: None.

Brief Description of Projects Approved for Collection and Use:

Security fencing.

Planning studies.

Aircraft rescue and firefighting truck.

Acquire equipment.

Rehabilitate taxiways (taxiways B, C, D, G, L, and M).

Rehabilitate runway 18/36.

Rehabilitate runway 13/31.

Runway 13/31 safety area improvements.

Acquire snow removal equipment.

PFC application and administration fees.

Decision Date: July 10, 2012.

FOR FURTHER INFORMATION CONTACT:

Guillermo Villalobos, Texas Airports Development Office, (817) 222-5657.

Public Agency: City of Dayton, Ohio.

Application Number: 12-07-C-00-DAY.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$7,439,375.

Earliest Charge Effective Date: November 1, 2017.

Estimated Charge Expiration Date: April 1, 2019.

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 proposed class accounts for less than 1 percent of the total annual enplanements at Dayton International Airport.

Brief Description of Project Approved for Collection and Use at a \$4.50 PFC Level:

Airport terminal renovations.

Brief Description of Project Approved for Collection and Use at a \$3.00 PFC Level:

Terminal planning study.

Decision Date: July 11, 2012.

FOR FURTHER INFORMATION CONTACT:

Mary Jagiello, Detroit Airports District Office, (734) 229-2956.

Public Agency: City of Modesto, California.

Application Number: 12-09-C-00-MOD.

Application Type: Impose and use a PFC.

PEG Level: \$4.50.

Total PEG Revenue Approved in This Decision: \$273,845.

Earliest Charge Effective Date:

December 1, 2012.

Estimated Charge Expiration Date:

December 1, 2015.

Class of Air Carriers Not Required to Collect PFC'S: None.

Brief Description of Projects

Approved for Collection and Use:

Apron rehabilitation—general aviation. Enhance runway 10R/28L safety area.

Decision Date: July 12, 2012.

FOR FURTHER INFORMATION CONTACT: Neil Kumar, San Francisco Airports District Office, (650) 827-7627.

Public Agency: Bert Mooney Airport Authority, Butte, Montana.

Application Number: 12-10-C-00-BTM.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$397,526.

Earliest Charge Effective Date:

February 1, 2013.

Estimated Charge Expiration Date:

March 1, 2017.

Class of Air Carriers not Required to Collect PEG'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 proposed class accounts for less than 1 percent of the total annual enplanements at Bert Mooney Airport.

Brief Description of Projects

Approved for Collection and Use:

Runway 11/29 pavement rehabilitation.

Taxiway B pavement rehabilitation.

Runway 15/33 pavement rehabilitation.

Aircraft rescue and firefighting equipment acquisition.

Security enhancements.

Rehabilitate concrete commercial apron.

General aviation apron pavement rehabilitation.

Decision Date: July 12, 2012.

FOR FURTHER INFORMATION CONTACT:

Jason Garwood, Helena Airports District Office, (406) 449-5078.

Public Agency: City of Waco, Texas.

Application Number: 12-05-C-00-ACT.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$788,280.

Earliest Charge Effective Date:

December 1, 2012.

Estimated Charge Expiration Date:

January 1, 2016.

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 proposed class accounts for less than 1 percent of the total annual enplanements at Waco Regional Airport.

Brief Description of Project Approved for Collection and Use:

Passenger loading bridges.

Taxiway rehabilitation, phase 1.

Apron rehabilitation, phase 1.

PFC preparation.

Taxiway rehabilitation, phase 2.

Apron rehabilitation, phase 2.

Decision Date: July 12, 2012.

FOR FURTHER INFORMATION CONTACT:

Guillermo Villalobos, Texas Airports Development Office, (817) 222-5657.

Public Agency: City of Roswell, New Mexico.

Application Number: 12-05-C-00-ROW.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$486,683.

Earliest Charge Effective Date:

February 1, 2019.

Estimated Charge Expiration Date:

April 1, 2022.

Class of Air Carriers not Required to Collect PFC'S: None.

Brief Description of Projects

Approved for Collection and Use:

Terminal renovation.

Acquisition snow removal equipment—front end loader.

Wildlife hazard assessment.

Rehabilitate taxiway G, design and construction.

Rehabilitate taxiway C, design and construction.

Acquire aircraft rescue and firefighting truck.

Design and construct runway 17/35 rehabilitation.

PFC administration costs.

Decision Date: July 13, 2012.

FOR FURTHER INFORMATION CONTACT:

Mike Saupp, Louisiana/New Mexico Airports Development Office, (817) 222-5645.

Public Agency: City of Greenville, Mississippi.

Application Number: 12-06-C-00-GLH.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$114,263.

Earliest Charge Effective Date:

September 1, 2012.

Estimated Charge Expiration Date:

October 1, 2015.

Class of Air Carriers not Required to Collect PFC'S: Air taxi/commercial operators.

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

Brief Description of Projects

Approved for Collection and Use:

PFC update.

Airfield ramp repair.

Master plan update.

Road relocation and fencing, apron slab replacement.

Wildlife hazard assessment.

Brief Description of Projects

Approved for Collection:

Terminal security lighting.

Airport drainage improvements.

Runway 18L approach lighting.

Runway 18L136R drainage

improvements, phase 1.

Brief Description of Disapproved

Project: Fire suppression system

renovation.

Determination: Disapproved. The project does not meet the requirements of § 158.15(b).

Decision Date: July 23, 2012.

FOR FURTHER INFORMATION CONTACT:

Jonathan Linguist, Jackson Airports District Office, (601) 664-9893.

AMENDMENTS TO PFC APPROVALS

Amendment No., City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
10-08-C-01-SAV, Savannah, GA	05/03/12	\$4,066,265	\$6,669,248	04/01/16	12/01/16
*02-02-C-01-GGG, Longview, TX	07/10/12	699,232	699,232	12/01/12	01/01/13
08-04-C-01-CHA, Chattanooga, TN	07/11/12	2,413,001	2,520,376	10/01/12	10/01/12
12-04-C-01-SBY, Salisbury, MD	07/12/12	937,983	937,983	02/01/17	02/01/17
09-04-C-01-ACT, Waco, TX	07/12/12	790,163	754,153	09/01/12	12/01/12
11-09-C-01-GEG, Spokane, WA	07/13/12	10,215,000	16,365,000	09/01/14	11/01/15
09-09-C-01-EAT, Wenatchee, WA	07/13/12	105,268	104,916	04/01/10	04/01/10
95-02-C-08-STL, Saint Louis, MO	07/16/12	67,032,109	73,311,090	07/01/97	07/01/97
97-03-U-05-STL, Saint Louis, MO	07/16/12	NA	NA	07/01/97	07/01/97
08-09-C-01-STL, Saint Louis, MO	07/16/12	783,625,492	755,733,688	02/01/22	02/01/22
*09-02-C-01-FLG, Flagstaff, AZ	07/17/12	1,157,023	1,208,991	02/01/15	04/01/15
92-01-C-02-SMF, Sacramento, CA	07/19/12	27,651,750	20,010,436	01/01/96	01/01/96
95-02-C-02-SMF, Sacramento, CA	07/19/12	2,677,360	1,390,230	03/01/97	03/01/97
02-07-C-01-SMF, Sacramento, CA	07/19/12	4,208,200	2,041,219	07/01/11	07/01/11
02-05-C-01-RNO, Reno, NV	07/19/12	6,734,192	6,940,843	02/01/03	02/01/03
08-02-C-03-PIE, Clearwater, FL	07/23/12	6,628,510	10,528,075	11/01/12	08/01/14

Notes: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Longview, TX and Flagstaff, AZ, this change is effective on September 1, 2012.

Issued in Washington, DC, on August 13, 2012.

Joe Hebert,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 2012-20169 Filed 8-16-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Tier 1 Environmental Impact Statement for the Oregon Portion of the Pacific Northwest Rail Corridor (Portland to Eugene)

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: FRA is issuing this notice to advise the public that FRA and the Oregon Department of Transportation (ODOT) will jointly prepare a Tier 1 Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act of 1969 (NEPA) to study potential infrastructure investments along the Oregon portion of the Pacific Northwest Rail Corridor (PNWRC). The objective of the Tier 1 EIS is to evaluate a reasonable range of alternatives and select a rail corridor as well as making decisions regarding the level of intercity passenger rail service provided in the corridor, including variations in train frequency, trip time, and on-time performance. Alternatives under consideration will include taking no action (No-Build Alternative), as well as multiple build alternatives between

Eugene-Springfield and the Columbia River in Portland. The build alternatives may include infrastructure improvements to the existing rail corridor, the development of a new rail corridor, or a combination of both. FRA is also issuing this notice to solicit public and agency input in the development of the scope of the EIS and to advise the public that outreach activities conducted by FRA and ODOT will be considered in the preparation of the EIS.

DATES: Written comments on the scope of the Tier 1 EIS for the Oregon Passenger Rail Project should be provided to ODOT by October 31, 2012. Public scoping meetings are scheduled from September 6, 2012 through September 19, 2012 at the times and locations identified in the Addresses section below.

ADDRESSES: Written comments on the scope of this study should be sent to Michael Holthoff, Environmental Project Manager, Major Projects Branch, Oregon Department of Transportation, 3210 Del Webb Avenue NE., Suite 110, Salem, OR 97301, or via email to OregonPassengerRail@odot.state.or.us. Comments may also be provided orally or in writing at the public scoping meetings scheduled at the following locations:

- Salem at ODOT "T" Building, Gail Achterman Conference Room, 355 Capitol Street NE., Salem, OR 97301 on September 6, 2012 from 5 p.m. through 7 p.m.
- Oregon City at Clackamas Community College—Gregory Forum Room A, 19600 Molalla Avenue, Oregon

City, OR 97045 on September 11, 2012 from 5 p.m. through 7 p.m.

- Albany at Albany Public Library, 2450 14th Avenue SE., Albany, OR 97322 on September 12, 2012 from 5 p.m. through 7 p.m.

- Lake Oswego at Phoenix Inn, 14905 SW. Bangy Road, Lake Oswego, OR 97035 on September 13, 2012 from 5 p.m. through 7 p.m.

- Portland at Metro Council Chambers, 600 NE. Grand Avenue, Portland, OR 97232 on September 18, 2012 from 5 p.m. through 7 p.m.

- Eugene at Atrium Building Lobby, 99 W. 10th Avenue, Eugene, Oregon 97401 on September 19, 2012 from 5 p.m. through 7 p.m.

FOR FURTHER INFORMATION CONTACT: Jim Cox, Assistant Manager, Major Projects Branch, Oregon Department of Transportation, 3210 Del Webb Avenue NE., Suite 110, Salem, OR 97301, (telephone: (503) 986-6612); or Ms. Colleen Vaughn, Office of Railroad Policy and Development, Federal Railroad Administration (FRA), 1200 New Jersey Avenue SE., MS-20/W38-221, Washington, DC 20590, (telephone: (202) 493-6096).

SUPPLEMENTARY INFORMATION: The federally designated PNWRC has been the subject of high-speed passenger rail planning and implementation strategies for more than 30 years. The 466-mile corridor serves the most densely populated regions of British Columbia (B.C.), Washington, and Oregon, linking Vancouver, B.C., Seattle, WA, and Portland and Eugene, OR, with growing intermediate communities, including the capital cities of Olympia, WA and Salem, OR. Oregon and Washington have planned, studied, and coordinated