

*Application Type:* Impose and use a PFC.

*PFC Level:* \$4.50.

*Total PFC Revenue Approved in This Decision:* \$2,336,432.

*Earliest Charge Effective Date:* October 1, 2003.

*Estimated Charge Expiration Date:* June 1, 2010.

*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 Helena Regional Airport.

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

Disabled passenger access lift acquisition.

Phase I—southside taxi lane construction.

Phase II—southside taxi lane construction.

Runway 9 perimeter access road.

Terminal building expansion and remodel.

Snow removal equipment acquisition. Aircraft rescue and firefighting equipment acquisition.

*Brief Description of Project Partially Approved for Collection and Use:* Loop road and parking lot improvements.

*Determination:* The total project cost, and thus the portion to be paid by PFC revenue, was reduced after the application was submitted and before the FAA ruled on the decision.

*Decision Date:* July 29, 2003.

*For Further Information Contact:* David S. Stelling, Helena Airports District Office, (406) 449-5271.

#### 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
98-03-C-03-DSM, Des Moines, IA .....	05/08/03	\$7,899,744	\$8,782,783	05/01/04	05/01/04
03-06-C-01-GPT, Gulfport, MS .....	07/02/03	3,922,709	5,976,506	09/01/12	03/01/17
03-05-C-01-BUR, Burbank, CA .....	07/10/03	17,509,405	20,135,816	11/01/09	03/01/10
92-01-C-03-MGW, Morgantown, WV .....	07/14/03	63,044	54,022	01/01/94	09/01/93
95-02-C-06-STL, St. Louis, MO .....	07/17/03	91,640,971	75,131,773	11/01/97	07/01/97
97-03-U-04-STL, St. Louis, MO .....	07/17/03	NA	NA	11/01/97	07/01/97
01-07-C-01-STL, St. Louis, MO .....	07/17/03	99,103,000	81,330,000	03/01/15	12/01/16
*03-04-C-01-JAN, Jackson, MS .....	07/22/03	5,101,722	5,101,722	06/01/10	01/01/08
99-01-C-02-AEX, Alexandria, LA .....	07/31/03	5,378,352	10,284,927	11/01/20	12/01/22

**Note:** The amendment denoted by an asterisk (\*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Jackson, MS, this change is effective on January 1, 2006.

Issued in Washington, DC, on August 19, 2003.

**David S. Stelling,**

*Acting Manager, Financial Analysis and Passenger Facility Charge Branch.*

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA-98-3298 and FMCSA-98-3299]

##### Programmatic Environmental Impact Statement and General Conformity Evaluation for Proposed North American Free Trade Agreement Regulations

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FMCSA is issuing this notice to advise the public a Programmatic Environmental Impact Statement (PEIS) will be prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) and a General Conformity Evaluation will be made pursuant to the Clean Air Act (CAA) before promulgation of the

FMCSA's proposed regulations regarding (1) the application process for Mexico-domiciled motor carriers desiring to operate beyond the U.S.-Mexico border commercial zones and (2) the safety monitoring system applicable to all Mexico-domiciled motor carriers.

**FOR FURTHER INFORMATION CONTACT:** Mr. Charles Rombro, Analysis Division, Office of Information Management, (202) 366-1861, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

**SUPPLEMENTARY INFORMATION:** The FMCSA is responsible for ensuring the safe operation of commercial motor vehicles within the United States. In carrying out these responsibilities, the FMCSA proposed regulations in May 2001 prescribing procedures for applications and safety monitoring for Mexico-domiciled carriers seeking authority to operate within the United States beyond the border commercial zones pursuant to the North American Free Trade Agreement and the anticipated modification by the President of the statutory moratorium on the grant of operating authority to these carriers. The proposed rules are commonly referred to as the "Application" and "Safety Monitoring" rules.

The FMCSA conducted a Programmatic Environmental Assessment (PEA) for the Application and Safety Monitoring rules. Based on the PEA, FMCSA concluded a PEIS was not required for these rules because the rules did not significantly affect the quality of the human environment. The FMCSA issued interim final Application and Safety Monitoring rules on March 7, 2002 (see 67 FR 12702 and 67 FR 12758). The FMCSA placed the PEA and Finding of No Significant Impact in the respective dockets.

On March 19, 2002, the FMCSA issued an interim final rule establishing certification standards for motor carrier safety auditors, investigators and inspectors (67 FR 12776). This rule (commonly referred to as the "Certification" rule) applied to all safety audits, inspections and reviews within the FMCSA's jurisdiction, not just those involving Mexico-domiciled carriers. Congress mandated this rule as part of the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 31148). However, Congress, as part of the Department of Transportation Appropriations Act for fiscal year 2002, also made issuance of the Certification rule one of several conditions that had to be met before FMCSA could expend appropriated funds to process applications filed by