

Disadvantages:

- Fixed facilities are usually able to afford better classroom training than is available at local sites.

- As more mobile units come on line providing more economical training and greater mobility, the large fixed facilities may further decline in use.

- A Mobile Aircraft Fire Trainer is limited to roughly 2600 square feet in ground fire to remain mobile. (However, some of the large fixed LPG facilities only burn 1/4 of the pit at a time during a training exercise. This is not true for hydrocarbon fuel pits since once the pit is lit, the entire pit has to burn. For example, the 10,000 square foot requirement for the index C airport using propane would only use 2,500 square feet. This is considered adequate because, when the attack is made on a 10,000 square foot fire, the fire fighter will only see 1/4 of the fire at any given time. The cost of fuel is another reason for this practice. Based on the above facts, a mobile unit with 2,600 square feet of fire burn area would be sufficient for a larger index airport for training each year if it were used properly.)

Recognizing the Mobile Aircraft Fire Trainer technology, FAA issued Certalert No. 96-01, Annual Live Fire Drill Qualification, dated October 23, 1996. This certalert confirmed the appropriateness, under certain limitations for large size airports, to use interior/exterior fire training simulators, either stationary or mobile, as a means of meeting part 139 training requirements. The FAA is not proposing to mandate the use of the mobile simulator, but rather to interpret the annual use of mobile simulators as meeting the requirements of part 139, if the airport operator wants to use that option. To this end, we seek comments on the advisability of such a proposal.

Issued in Washington, DC on September 12, 2003.

David L. Bennett,

Director, Office of Airport Safety and Standards.

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement:
Placer and Sutter Counties, CA**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent

to prepare a Tier 1 Environmental Impact Statement (EIS) for the Placer Parkway Corridor Preservation, a proposed transportation corridor in western Placer and eastern Sutter Counties, California.

FOR FURTHER INFORMATION CONTACT: Mr. Steve Healow, Transportation Engineer, Federal Highway Administration, 980 9th St., Suite 400, Sacramento, CA 95814-2724. Telephone: (916) 498-5849.

SUPPLEMENTARY INFORMATION:**Electronic Access**

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of Federal Register's home page at <http://www.nara.gov/fedreg> and the Government Printing Office's Web page at <http://www.access.gpo.gov/nara>.

Background

The FHWA, in cooperation with the California Department of Transportation (Caltrans), Sutter County, and the South Placer Regional Transportation Authority (SPRTA), will prepare a Tier 1 Environmental Impact Statement (EIS) on a proposal to preserve a right-of-way corridor for a future transportation facility approximately 15 miles long that would connect State Route 65 in Placer County, north of the City of Roseville, and State Route 70/99 in Sutter County, north of the City of Sacramento. Three corridor concepts were identified in a Project Study Report prepared in 2001. One concept would consist of a 14.4 mile long, four-lane expressway/freeway connection from SR 65 at Whitney Boulevard to SR 70/99 at a point about one mile north of Sankey Road. This concept would parallel Sunset Boulevard West and Howsley Road for most of its east-west route. Another concept would consist of a 14.3 mile long, four-lane freeway connection from SR 65 at Sunset Boulevard to SR 70/99 at a point about one mile north of Riego Road. West of Fiddymont Road, this concept would travel diagonally through the agricultural area that lies between Sunset Boulevard West and Baseline Road. A third concept would be 15.6 miles long and connect SR 65 at Whitney Boulevard to SR 70/99 at a point about one-mile south of Riego Road. It would also travel through the agricultural area between Sunset Boulevard West and Baseline Road, but would parallel Baseline Road more closely. These concepts, together with

other feasible alignments that may be identified during the scoping process, will be evaluated to determine the alternatives that will be analyzed in the EIS.

The Placer Parkway Corridor includes some of the fastest growing communities in the Sacramento region. The population in south Placer County will nearly double between 2000 and 2025. Employment in the SR 65 "high-tech" corridor is expected to grow even faster than the population. Sutter County has designated a large area on the western side of the Placer Parkway Corridor for up to 3,500 acres of industrial and commercial development. By 2025, total employment in southwest Placer County is projected to exceed total employment in downtown Sacramento. Anticipated development in the area will dramatically increase travel demand over the next 20 years and beyond. At the same time, daily traffic volumes on I-80 south of the study area are projected to increase nearly 40 percent in the already congested area south of the project area. Travel speeds will decline as well on local thoroughfares. Congestion on inter-regional roadways will adversely impact access to jobs. Free-flowing access and reliable travel times to both the Sacramento International Airport and the Lincoln Airport are important to this growing regional job center. A new controlled-access highway connection between SR 65 and SR 70/99 would benefit the regional transportation system by providing an alternative to SR 65 and I-80, thereby reducing traffic demand in these existing freeway corridors.

The proposed Parkway project is identified in the Sacramento Council of Government's (SACOG) 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County Regional Transportation Plan.

Federal and state environmental laws allow "tiered" environmental review. Tiering is a way to focus environmental studies during the planning process at the same level of detail as the plans. The first tier document (Tier 1) allows an agency to focus on broad environmental issues and areawide air quality and land use implications, which may correlate directly to early planning decisions, such as the type, the general location, and major design features of a roadway. The Tier I EIS will also evaluate potential cumulative and indirect impacts and identify potential conceptual mitigation for impacts. This work will rely largely on existing Geographic Information System (GIS) data and limited fieldwork. The Tier I EIS will not result in any construction.