Taxiway and apron resurfacing.
Runway 12/30 resurfacing.
Decision Date: November 22, 2002.

FOR FURTHER INFORMATION CONTACT: David S. Stelling, Helena Airports District Office, (406) 449–5271.

Public Agency: Jackson County Airport Authority, Medford, Oregon.
Application Number: 02–08–C–00–MFR.
Application Type: Impose and use of PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $105,000.
Earliest Charge Effective Date: May 1, 2004.
Estimated Charge Expiration Date: July 1, 2004.
Class of Air Carriers Not Required to Collect PFC'S: Operations by air taxi/commercial operators when enplaning revenue passengers in limited, irregular, special service air taxi/commercial operations such as air ambulance services, student instruction, non-stop sightseeing flights that begin and end at the airport and are concluded within a 25-mile radius of the airport.
Determination: Approved. Based on the information 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 Rogue valley International—Medford Airport.
Brief Description of Project Approved for Collection and Use: Security enhancements.
Decision Date: November 22, 2002

FOR FURTHER INFORMATION CONTACT: Suzanne Lee-Pang, Seattle Airports District Office, (425) 227–2654.

Public Agency: Bradford Regional Airport Authority, Lewis Run, Pennsylvania.
Application Number: 02–02–C–00–BFD.
Application Type: Impose and use a PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $414,738.
Earliest Charge Effective Date: May 1, 2003.
Estimated Charge Expiration Date: December 1, 2009.
Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operations filing FAA Form 1800–31.
Determination: Approved. Based on the information 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 Bradford Regional Airport.
Brief Description of Projects Approved for Collection and Use:
Passenger chairlift.
T-Hangar taxiway and drainage swale.
Runway 5/23 lighting.
Parallel taxiway to runway 32 phase I.
Water treatment plant upgrade.
Parallel taxiway runway 14, phase II.
Airport master plan.
Rehabilitate taxiways A and B.
Rehabilitate taxiways.
Acquire multi-purpose safety vehicle.
Conduct 5 year environmental assessment.
Rehabilitate runway 5/23/improve runway 5 end safety area.
Snow removal equipment—tractor and plow.
Snow removal equipment—plow.
PFC application formulation and administration.
Brief Description of Projects Approved for Collection:
Deicing equipment/facility.
Rehabilitate access road.
Land acquisition/obstruction removal.
Runway 32 safety area, phase II.
Decision Date: November 22, 2002.

FOR FURTHER INFORMATION CONTACT: Lori Ledebohm, Harrisburg Airports District Office, (717) 730–2835.

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.
*00–03–C–01–EAT, Wenatchee, WA	04/08/02	$240,687	$312,087	10/01/02	02/01/03
98–01–C–02–HRL, Harlingen, TX	10/24/02	4,166,654	4,247,721	01/01/02	01/01/02
01–04–C–01–RIC, Richmond, VA	11/04/02	4,570,342	3,900,333	11/01/16	09/01/16
98–07–I–04–PHL, Philadelphia, PA	11/07/02	946,267,790	986,693,869	02/01/11	12/01/12
99–08–U–03–PHL, Philadelphia, PA	11/07/02	NA	NA	02/01/11	12/01/12
94–01–C–04–MOD, Modesto, CA	11/08/02	204,806	227,249	05/01/99	05/01/99
97–03–C–01–ONT, Ontario, CA	11/08/02	45,680,000	80,680,000	01/01/03	09/01/05
94–01–C–03–TUP, Tupelo, MS	11/15/02	430,550	457,216	03/01/04	06/01/03
98–02–U–02–TUP, Tupelo, MS	11/15/02	NA	NA	03/01/04	06/01/03
01–07–C–01–CRW, Charleston, WV	11/21/02	1,456,248	1,456,248	09/01/03	04/01/03

Note: 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 Wenatchee, WA, this change is effective on July 1, 2002.

Issued in Washington, DC on January 6, 2003.

Barry Molar,

Manager, Airports Financial Assistance Division.

[FR Doc. 03–654 Filed 1–10–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Tyler Pounds Regional Airport, Tyler, TX

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 and use the revenue from a PFC at Tyler Pounds Regional Airport 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).

DATES: Comments must be received on or before February 12, 2003.

ADDRESSES: Comments on this application may be mailed or delivered

in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW–611; Fort Worth, Texas 76193–0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Davis Dickson, Manager of Tyler Pounds Regional Airport at the following address: Airport Manager, Tyler Pounds Regional Airport, 700 Skyway Blvd., Suite 201, Tyler, TX 75704.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW–611, Fort Worth, Texas 76193–0610, (817) 222–5613.

This 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 and use the revenue from a PFC at Tyler Pounds Regional Airport 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).

On December 23, 2002 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 15, 2003.

The following is a brief overview of the application.

Level of the proposed PFC: $4.50.

Proposed charge effective date: April 1, 2008.

Proposed charge expiration date: February 1, 2017.

Total estimated PFC revenue: $2,140,662.

PFC application number: 03–04–C–00–TYR.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

1. Acquire and Install One Passenger Loading Bridge
2. Construct Terminal Apron and Security Fencing
3. Terminal Site Clearing and Utility Site Preparation
4. Construct Terminal Building
5. Seal Coat Runway 4/22
6. PFC Application and Administrative Fees

Proposed class or classes of air carriers to be exempted from collecting PFC's: None.

Any person may inspect the application in person a the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW–610, 2601 Meacham Blvd., Fort Worth, Texas 76137–4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Tyler Pounds Regional Airport.

Issued in Fort Worth, Texas on December 24, 2002.

Joseph G. Washington,

Acting Manager, Airports Division.

[FR Doc. 03–655 Filed 1–10–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Draft Programmatic 4(f) Evaluation and Approval for Federal Highway Administration (FHWA) Projects That Necessitate the Use of Bridges Over the National Register of Historic Places (NRHP) Listed or Eligible New York State Canal System (Historic Canal System)

This statement sets forth the basis for a programmatic section 4(f) evaluation and approval that there are no feasible and prudent alternatives to the use of bridges eligible for or listed on the NRHP (Historic Bridges) over the Historic Canal System to be replaced with Federal transportation funds and that the projects include all possible planning to minimize harm resulting from such use. This programmatic 4(f) evaluation satisfies the requirements of section 4(f) for all projects that meet the applicability criteria listed below. No individual section 4(f) evaluation needs to be prepared for such projects. This approval is made pursuant to section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303, and section 18(a) of the Federal-Aid Highway Act of 1968, 23 U.S.C. 138.

Use

This programmatic 4(f) evaluation is to be used in conjunction with 36 CFR part 800 Programmatic Agreement for Bridges over the New York State Canal System (Canal Agreement) executed April 16, 2001. The Canal Agreement satisfies the section 106 requirements for canal bridge projects developed and agreed to be the FHWA, the New York State Department of Transportation (NYSDOT), the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP). The evaluation of alternatives and documentation prepared for the section 106 process shall be used as the basis for the FHWA finding that there are no prudent and feasible alternatives to the use of the affected bridge on the Historic Canal System.

The resources covered by this programmatic section 4(f) evaluation include Historic Bridges which are eligible for the NHRP as contributing elements to the Historic Canal System. Though these Historic Bridges are on the Historic Canal System, they must perform as an integral part of a modern transportation system. When they do not or cannot, they must be replaced in order to assure public safety while maintaining system continuity and integrity. For the purpose of this programmatic section 4(f) evaluation, a proposed action will constitute a ''use'' of a Historic Bridge that is on the Historic Canal System when the action will have an adverse effect as applied by the requirements of section 106 of the National Historic Preservation Act and 36 CFR part 800. Rehabilitation of a Historic Bridge will rarely constitute an adverse effect on the Historic Canal System.

Applicability

This programmatic section 4(f) evaluation may be applied by the FHWA to projects or approvals which meet the following criteria:

1. The Historic Bridge is to be replaced or rehabilitated with Federal funds.
2. The project will require the use of a Historic Bridge that is on the Historic Canal System.
3. The project will have an adverse effect on Historic Bridges and/or the Historic Canal System.
4. The bridge is not a National Historic Landmark.
5. The project will not impact any areas of archaeological sensitivity that have the potential to yield sites containing important research information. If a site exists, it does not warrant preservation in place as: (1) It is not considered valuable for its permanent *in-situ* public interpretive value, (2) the technology exists for satisfactory data recovery (even if data