

Improvement Program (AIP) funds to airports. The current estimated annual burden for this information collection is 300 hours.

6. 2120-0508, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes

This is a labeling requirement to put the date of manufacture and compliance statues on the identification plate and is intended to minimize the effort required to determine whether a turbojet engine may legally be installed and operate on an aircraft in the United States as required by 14 CFR part 45. The current estimated annual burden associated with this submission is 100 hours.

7. 2120-0539, Implementation to the Equal Access to Justice Act (EAJA)

The EAJA provides for the award of attorney fees and other expenses to eligible individuals and entities who are parties to administrative proceedings before government agencies and who prevail over the government. The information collected will be used to determine whether an applicant is eligible to receive an award under the EAJA. The current annual estimated burden associated with this collection is 200 hours.

8. 2120-0569, Airport Grants Program

The FAA collects information from airport sponsors and planning agencies in order to administer the Airports Grants Program. Data is used to determine eligibility, ensure proper use of Federal funds, and ensure project accomplishments. The current estimated annual burden is 68,000 hours.

9. 2120-0631, Terrain Awareness and Warning System (TAWS)

This rule mandates a Terrain Awareness and Warning System (TAWS) for all turbine-powered airplanes of 6 or more passenger seating. The TAWS is a passive, electronic, safety device located in the avionics bay of the airplane. TAWS alerts pilots when there is terrain in the airplane's flight path. There is no hour burden associated with this passive information collection activity, only the monetary burden of installing the equipment.

10. 2120-0632, Office of Dispute Resolution Procedures for Protests and Contract Disputes—14 CFR Part 17

These are procedural requirements for the conduct of protests and contract disputes before the Office of Dispute Resolution for Acquisition. These procedures are designed to reduce the paperwork requirement ordinarily

associated with such actions in other forums. The emphasis in the procedures is the resolution of a case as soon as is practicable, but also to provide for resolution through adjudication should the resolution require such. The current burden associated with this collection is 3,400 hours.

11. 2120-0634, Federal Aviation Administration, Eastern Region Airports Division Customer Survey

This survey will identify overall customer satisfaction with the conduct of business by the FAA Eastern Region Airports Division. The collected information will assess what is important to the customers, how well the FAA is doing business, and identify areas where changes in procedures and processes may be desirable. The information will be used to gauge the degree of satisfaction and relevancy of the FAA's business processes. The current estimated annual burden is 250 hours.

Issued in Washington, DC on April 20, 2001.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 01-07-C-00-CRW To Impose and Use and Impose the Revenue From a Passenger Facility Charge (PFC) at Yeager Airport, Charleston, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: This correction revises information from the previously published notice.

In notice document 01-7661 beginning on page 16972 in the issue Wednesday, March 28, 2001, under Supplementary Information, the brief description of proposed project(s) should include "Relocate taxiway A".

DATES: Comments must be received on or before May 29, 2001.

FOR FURTHER INFORMATION CONTACT: Kenneth Kroll, AIP/PFC Team Leader, Programming and Planning Branch, FAA Eastern Region Airports Division, 1 Aviation Plaza, Jamaica, New York, 718-553-3357.

Issued by AEA-610, Airports Division, Jamaica, N.Y. on April 18, 2001.

Tom Felix,

Manager, Planning and Programming Branch, Airports Division, Eastern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Merced County, California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised 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 expressway project in Merced County, California. A notice for this project was originally issued January 25, 2000. Since that time a refined traffic analysis resulted in modifying the project description. This notice is intended to advertise the changes in the project.

FOR FURTHER INFORMATION CONTACT: Mr. C. Glenn Clinton, Team Leader, Program Delivery Team—North, Federal Highway Administration, California Division, 980 9th Street, Suite 400, Sacramento, CA 95814-2724, Telephone: (916) 498-5020.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans) and the Merced County Department of Public Works, will prepare an Environmental Impact Statement (EIS) on a proposal to construct a regional arterial, known as Campus Parkway, in Merced County. The proposed project would involve the construction of a new limited access expressway, between the State Route 99/Mission Avenue Interchange to the south and Yosemite Avenue to the north. The project would be approximately 7.25 kilometers (4.5 miles) in length. The revised project, from Route 99 to Yosemite Avenue, represents the limits necessary to meet projected demand occurring within the twenty-year design horizon (year 2025). North of Yosemite Avenue, transportation demand is not projected to reach a level necessitating further improvements until well beyond 2025. However, a future connection with Bellevue Road represents a logical connection with the existing roadway network that is a reasonably foreseeable action that could occur post 2025. To address cumulative impacts, the EIS