

DEPARTMENT OF TRANSPORTATION**Office of the Secretary****Reports, Forms and Recordkeeping Requirements**

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Pub. L. 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need for and usefulness of the BTS Form 41. Comments are requested concerning whether (a) the continuation of Form 41 is necessary for DOT to carry out its mission of promoting air transportation; (b) BTS accurately estimated the reporting burden; (c) there are other ways to enhance the quality, use and clarity of the data collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

DATES: Written comments should be submitted by January 11, 1999.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus, Office of Airline Information, BTS, at (202) 366-4387.

SUPPLEMENTAL INFORMATION:

OMB Approval No. 2138-0013.

Title: Report of Financial and Operating Statistics for Large Certificated Air Carriers.

Form No.: BTS Form 41.

Type of Review: Extension of a currently approved collection.

Respondents: Large certificated air carriers.

Number of Respondents: 98.

Estimated Time Per Response: 4 hours.

Total Annual Burden: 35287 hours.

Needs and Uses: DOT uses Form 41 traffic data to help formulate the United States position in international negotiations, to select carriers for international routes and to conduct environmental impact analyses. DOT uses Form 41 cost data to calculate the Standard Fare Levels (Passenger and Cargo) and to set the Intra-Alaska and international mail rates. The Department of the Air Force, Military Airlift Command uses Form 41 data in ratemaking for the Civil Reserve Air Fleet Program, and for its Air Carrier Analysis Support System (ACAS). DOT uses aircraft inventory data in its administration of the War Air Service Program (Emergency Preparedness). DOT uses operational and financial data to review International Air Transport

Association Agreements (IATA), to review initial air carrier fitness, to review air carrier continuing fitness, to review foreign air carrier applications and to monitor the status of the air transport industry. The Justice Department uses the data in its antitrust analyses. DOT meets its responsibility to the International Civil Aviation Organization, an arm of the United Nations, by the use of Form 41 data.

Traffic data, especially enplanement data, are used for the National Plan of Integrated Airport Systems, airport capacity analyses, the Airport Improvement Program, systems planning at airports, exemption requests to transport hazardous materials, and essential air service analyses. The Federal Aviation Administration and the National Transportation Safety Board use Form 41 data in safety analyses (operational), air carrier certification, safety forecasting/regulatory analysis and air carrier safety surveillance and inspection.

The Department of Energy uses Form 41 fuel data in monitoring industry fuel consumption for emergency preparedness planning.

The Department of Commerce, Bureau of Economic Analysis, uses Form 41 data in its estimation of the Gross National Product, analyses of international trade accounts and to compile the Input-Output Tables of the United States.

The Department of Labor uses employment statistics in its Productivity Studies and Indices.

Timothy E. Carmody,

Director, Office of Airline Statistics, Bureau of Transportation Statistics.

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BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Environmental Impact Statement: George Bush Intercontinental Airport, Houston, TX**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The FAA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered for construction of a proposed new Runway 8L-26R, extension and widening of Runway 14R-32L and associated near term master plan projects at George Bush International Airport, Houston, Texas.

The purpose of the proposed project is to reduce aircraft delay and maintain the Airport's ability to serve as a connecting hub.

FOR FURTHER INFORMATION CONTACT: William J. Flanagan, Senior Program Manager, ASW-651, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298. Telephone (817) 222-5655.

SUPPLEMENTARY INFORMATION: The FAA, in cooperation with the city of Houston Department of Aviation, will prepare an EIS for the proposed project. The city of Houston proposes to construct a new air carrier runway to improve the efficiency of George Bush Intercontinental Airport. The preliminary proposed placement of the runway is parallel to and north of the existing Runway 8-26. The preliminary length is approximately 9,400 feet. While this is the preliminary layout proposed by the city of Houston, a number of alternative placements will be explored in the EIS. The city of Houston also proposes to extend and widen Runway 14R-32L to improve the efficiency of the Airport. Extensions to both runway ends, as well as a single runway end, will be considered in the EIS. The city of Houston also proposes to expand the International Arrival Building (IAB) to improve the terminal efficiency of George Bush Intercontinental Airport. International traffic has been increasing an average of 15 percent a year since 1995. Associated with these projects, the City proposes the following projects: improve Airport drainage, construct storm runoff treatment system, extend the Automated People Mover (APM), extend the Terminal C south ramp, extend the ramp north of Terminals B and C, expand aircraft rescue and fire fighting (ARFF) Station 54, construct a new cargo area, extend Taxiway SD across JFK Boulevard, and other near-term projects.

The FAA intends to conduct a scoping process to gather input from all interested parties to help identify any issues of concern associated with the proposed project. In addition to this notice, Federal, state, and local agencies which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed project will be notified through letter of a scoping meeting to be held at 1 p.m. on December 9, 1998, in the Terminal A conference room at George Bush Intercontinental Airport. In order to notify the general public of the scoping process, a notice will be placed in a newspaper having general circulation in the project area describing the proposed