

and use the revenue from a PFC at the Northwest Alabama 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) (Public law 101-508) and Par 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 8, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Northwest Alabama Regional Airport Authority, Inc., was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 26, 1999.

The following is a brief overview of the application.

*PFC Application No.:* 98-03-C-00-MSL.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 1999.

*Proposed charge expiration date:* September 30, 2003.

*Total estimated PFC revenue:* \$107,600.

*Brief description of proposed project(s):* Rehabilitate Runway/Taxiway Lighting & Sign Circuits; Extend Taxiway "B" & Associated Marking & Lighting; Sealcoat/Crackfill/Mark Taxiways "B", "C", & "D", Sealcoat/Crackfill/Mark East/West Ramps; Perimeter Fencing.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Northwest Alabama Regional Airport.

Issued in Jackson, MS, on October 8, 1998.

**Wayne Atkinson,**

*Manager, Jackson Airports District Office, Southern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Announcement of the August 1998 Revision of the Federal Aviation Administration Change 9 of the Standard Clauses

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of the August 1998 revision Change 9 of the Standard clauses used in FAA procurement contracts and Screening Information Requests (SIR), as well as the latest versions of the real property and utility clauses.

**ADDRESSES:** The complete text of the August 1998 revision of the FAA Change 9 of the Standard clauses and the latest versions of the real property and utility clauses are available on the Internet at <http://fast.faa.gov/>. Use of the Internet World Wide Web Site is strongly encouraged for access to copies of the FAA Acquisition Management System and the current clauses. If Internet service is not available, requests for copies of these documents may be made to the following address: FAA Acquisition Reform, ASU-100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Yvonne Joseph, Procurement Management Branch, Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington DC 20591, (202) 267-8638.

**SUPPLEMENTARY INFORMATION:** On October 31, 1995, Congress passed an Act, Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996 [see notice of availability at 61 FR 15155 (April 4, 1996)].

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Public Law 104-264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title II and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on October 7, 1998.

**Gilbert B. Devey, Jr.,**

*Director of Acquisitions, ASU-1.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Chester County, PA

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** 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 highway project in Chester County, Pennsylvania.

**FOR FURTHER INFORMATION CONTACT:** Deborah Suci Smith, Environmental Specialist, Federal Highway Administration, Pennsylvania Division Office, Room 558, 228 Walnut Street, Harrisburg, PA 17101-1720, Telephone: (717) 221-3785 or Michael J. Girman III, P.E., Project Manager, Pennsylvania Department of Transportation, District 6-0, 200 Radnor-Chester Road, St. David's, PA 19087, Telephone: (610) 964-6530.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for transportation improvements to approximately 14.5 kilometers (9 miles) of S.R. 41 from S.R. 926 to the Delaware state line. Improvements in the corridor are considered necessary to address deficient safety, traffic congestion and poor roadway infrastructure. Included in the overall project will be the identification of a range of alternatives that meet the identified project need, and supporting environmental documentation and analysis to recommend a selective alternative for implementation. Through a Congestion Management System analysis, it has been determined that project needs cannot be met without adding significant single occupant vehicle capacity. A complete public involvement program is part of the project. Cooperating agencies for this proposed project are the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers.

A study of the project needs was prepared in 1994 and presented to Federal and State regulatory and resource agencies. A Preliminary Alternatives Analysis Report is being prepared to identify and evaluate potential alternatives which would meet the project need. Alternatives under consideration will include: No Build; Widening Alternative (two to four