

### (3) Description of the Need for the Information and Its Proposed Use

The complaint forms provide information to make the public aware of their rights. Additionally, the complaint form concerning accessibility of airline service makes it easier and provides a less burdensome way for person(s) to file a complaint under the Air Carrier Access Act (ACAA) and 14 CFR part 382, our implementing regulation. The ACAA prohibits discrimination against passengers with disabilities by air carriers in providing air transportation service. The complaint form concerning allegations of discrimination by an airline make it easier and less burdensome for person(s) who wish to file a complaint under various federal statutes, particularly 49 U.S.C. 40127, prohibiting U.S. and foreign air carriers from subjecting any air traveler to discrimination on the bases of race, color, national origin, religion, sex or ancestry.

The completion of the complaint forms is entirely voluntarily. Many consumers prefer completing the complaint forms to drafting a letter or email because it tends to take less time. An additional benefit of the complaint forms is that the forms specifically ask questions about the type of information that is needed to conduct an investigation. The information in the complaint forms will be used to contact complainants and for conducting investigations.

The forms are written in plain English; are user-friendly; take less time to complete than a letter or email; and enhance the quality and clarity of information collected that is required to investigate alleged complaints of discrimination.

### (4) Description of the Likely Respondents, and Proposed Frequency of the Response to the Collection of Information:

The likely respondents will be consumers who wish to file complaints of discrimination. The Department of Transportation presently receives approximately 675 disability complaints a year and 75 discrimination complaints a year. Assuming that 5% of complainants will use the complaint forms, the estimated number of respondents is 38. The proposed frequency of the response to the collection of information is annually.

### (5) Estimate of the Total Reporting Burden That Will Result From the Collection of Information:

*Number of respondents:* 38  
*Total annual responses:* 38

*Total burden hours:* 19 (@ 30 minutes per response).

**Authority:** Section 3507 of the Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35, as amended.

Issued this 13th day of July, 2001, at Washington, DC.

**Michael A. Robinson,**

*Clearance Officer, Department of Transportation.*

[FR Doc. 01-17941 Filed 7-17-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended), this notice announces the Department of Transportation's (DOT) intention to request the extension of a previously approved collection.

**DATES:** Comments on this notice must be received by August 17, 2001, to: Attention DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Mr. Allan Ladd Hakes, US Department of Transportation (M-62), (202)366-4268, 400 Seventh Street SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

### Office of the Secretary

*Title:* Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations.

*OMB Control Number:* 2105-0531.

*Affected Public:* Schools, hospitals, and other nonprofit organizations receiving Federal financial assistance from the Department of Transportation (DOT).

*Annual Estimated Burden:* 10,500.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and

clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on July 13, 2001.

**Michael Robinson,**

*Information Resource Management, United States Department of Transportation.*

[FR Doc. 01-17942 Filed 7-17-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Three Current Public Collections of Information

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the FAA invites public comment on 3 current public information collections which will be submitted to OMB for renewal.

**DATES:** Comments must be submitted on or before September 17, 2001.

**ADDRESSES:** Comments may be mailed or delivered to FAA, at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Avenue, S.W., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judy Street, at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on any of the current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of collection. Also note, that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a current valid OMB control number.

Following are short synopses of the 3 information collection activities which will be submitted to OMB for requests for renewal:

1. 2120-0034, Medical Standards and Certification. This information for the medical certification of airmen is collected under the authority of 49 U.S.C. 440113, 44701, 44501, 44702,

44709, 45303, and 80111. The airmen medical certification program is implemented by Title 14, CFR parts 61 and 67. Using four forms to collect information the FAA determines if applicants are medically qualified to perform the duties associated with the class of airman medical certificate sought. The applicants are persons desiring medical certificates. The estimated total burden hours are 900,000 hours annually.

2. 2120-0593, Commuter Operations and General Certification and Operations Requirements. This request for clearance reflects requirements necessary under 14 CFR parts 135, 121 and 125 to comply with part 119. The FAA will use the information it collects and reviews to insure compliance and adherence to regulations and if necessary take enforcement action on violator of the regulations. The current estimated burden is 8,803 hours annually.

3. 2120-0656, Airport Security, part 107. 14 CFR part 107, Airport Security, implements the provisions of the Public Law 103-272 and the Aviation Security Improvement Act that relate to security of persons and property at airports operating in commercial air transportation. Airport security programs are needed to ensure protection of persons and property in air transportation against acts of criminal violence to ensure passenger screening procedures are effective and that information is available to comply with Congressional reporting requirements. The affected public is an estimated 465 Regulated Airport Operators. The current estimated annual burden is 512,426 hours annually.

Issued in Washington, DC on July 12, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 01-17962 Filed 7-17-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Iron County, UT

**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 (EIS) will be prepared for a proposed transportation corridor in Iron County, Utah.

#### FOR FURTHER INFORMATION CONTACT:

Gregory Punske, P.E., Project Development Engineer, FHWA, Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, UT 84118-1847, Telephone: (801) 963-0182.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Utah Department of Transportation (UDOT) and Iron County will prepare an Environmental Impact Statement (EIS) for a proposed transportation corridor in Iron County between the North Kanarraville Interchange (Exit 51) at I-15 (southern terminus) and State Route (SR) 56 (northern terminus) a distance of approximately 9.7 km (6 miles).

The proposed transportation corridor is considered necessary to reduce out-of-direction travel; to improve accessibility for residents, commercial vehicles, and emergency service providers to this area of Iron County; and provide a transportation network to support planned growth and economic development in Iron County and Cedar City for the next 20 years.

Alternatives under consideration include a no-build and five build alternatives. All build alternatives consist of a new four-lane roadway on new alignment and extend northward from I-15 to SR-56. The difference between the build alternatives is where they connect to SR 56.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public meeting will be held in Cedar City in August 2001. In addition, a public hearing will be held. Public Notice will be given of the time and place of the meeting and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: July 12, 2001.

**William R. Gedris,**

*Structural/Environmental Engineer.*

[FR Doc. 01-17913 Filed 7-17-01; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Scioto County, OH

**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 Scioto County, Ohio.

#### FOR FURTHER INFORMATION, CONTACT:

Andreas Garnes, Rural Programs Engineer, Federal Highway Administration, 200 N. High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6856.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Ohio Department of Transportation, will prepare an Environmental Impact Statement (EIS) for a proposal to improve transportation in the United States Route 23 and United State Route 52 (US 23/US 52) corridor by locating a freeway route from the vicinity of Lucasville being the northern terminus to the vicinity of Sciotoville being the southern terminus via the preferred alternative study area identified in the Feasibility Study Report dated April 2001. A transportation investment is considered necessary to improve the regional transportation network by providing an improved travel corridor; to reduce anticipated congestion on US 23/US 52 from projected traffic volumes; to improve safety; and to support existing industry and future development through improved access to southern Ohio. Alternatives under consideration include: (1) Taking no action; (2) building a modern five-lane rural arterial utilizing existing roadways within the Airport Bypass Study Area as defined in the September 2000 Feasibility Study Report; and (3) constructing a roadway on a new alignment bypassing the City of Portsmouth within the Airport Bypass Study Area.

US 23/US 52 through the study area contain physical limitations that contribute to several transportation problems. These problems include high traffic volumes and the diversion of through traffic to local roadways. These