

impose and use a PFC submitted by the Atlantic City International 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 July 7, 2004.

The following is a brief overview of the application:

Application Number: 04-02-C-00-ACY.

Level of Proposed PFC: \$3.00.

Proposed Charge Effective Date: June 1, 2004.

Proposed Charge Expiration Date: November 1, 2006.

Total Estimated PFC Revenue: \$1,801,760.

Brief Description of Proposed Projects: Runway 31 Category I Instrument Landing System; Taxiway "H" Relocation.

Class or classes of air carriers which the public agency has requested not to be required to collect PFS's are: Non-Scheduled/On Demand Air Carriers filing FAA Form 1800-31.

Any person may inspect the Application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Office: 1 Aviation Plaza, Jamaica, NY 11434-4809.

In addition, any person may, upon request, inspect the application notice and other documents germane to the application in person at the Atlantic City International Airport.

Issued in Garden City, New York on March 10, 2004.

Philip Brito,

Manager, NYADO, Eastern Region.

[FR Doc. 04-6156 Filed 3-18-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Flight Instructor Refresher Clinic Approvals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of policy change.

SUMMARY: This notice is provided to inform the aviation community that effective April 30, 2004, the FAA's General Aviation And Commercial Division, AFS-800, will no longer grant any new Flight Instructor Refresher Clinic (FIRC) approvals. After that date, only those FIRC providers holding a current FAA approval will be considered for renewal. This policy change does not effect Special Preparation Courses approved under 14

CFR 141.11(b)(2)(ii). The FAA reserves the right to approve new FIRC programs as future demands dictate. Should such a need arise the FAA will issue a new **Federal Register** notice.

FOR FURTHER INFORMATION CONTACT:

Mike Brown, Certification and Flight Training Branch, AFS-840, FAA, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-7653; fax (202) 267-5094; or e-mail michael.w.brown@faa.gov.

Background: Since the advent of Internet, or Web-based FIRCs, the demand for traditional (stand-up) and at-distance renewal programs has steadily declined. This has led to a marked reduction in requests for new FIRC program approvals. Moreover, the current Web-based FIRC providers have demonstrated the ability to meet the demand of certified flight instructors. The FAA estimates that in 2003 alone, over 8,000 certified flight instructor renewals were completed though Web-based FIRCs.

These factors, coupled with the ease and availability of existing certificate renewal methods (Web-based and at distance learning programs, the existing cadre of stand-up and Internet providers, practical test, etc.), has led the FAA to issue this notice. Further, the FAA asserts that existing methods for renewing certified flight instructor certificates are adequate to meet the current and future demands of the aviation training community. Therefore, this policy change will become effective on April 30, 2004.

Issued in Washington, DC on March 11, 2004.

Anne Graham,

Acting Manager, General Aviation and Commercial Division.

[FR Doc. 04-6149 Filed 3-18-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Final Environmental Impact Statement; Summit County, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of availability.

SUMMARY: In compliance with the National Environmental Policy Act of 1969, the FHWA, in cooperation with the Colorado Department of Transportation (CDOT), has prepared a Final Environmental Impact Statement (EIS) for proposed transportation improvements to State Highway 9, Frisco to Breckenridge in Summit

County, Colorado. The Final EIS identifies the Preferred Alternative and associated social, economic and environmental impacts. Interested citizens are invited to review the Final EIS and submit comments. Copies of the Final EIS may be obtained by telephoning or writing the contact persons listed below under the **FOR FURTHER INFORMATION CONTACT** section below. Public reading copies of the Final EIS are available at the locations listed under **SUPPLEMENTARY INFORMATION**.

DATES: A 30-calendar-day public review period will begin on March 19, 2004, and conclude on April 19, 2004. Written comments on the Preferred Alternative and impacts to be considered must be received by CDOT by April 19, 2004. A public hearing to receive oral comments on the Final EIS will be held at the Summit High School on April 7, 2004.

ADDRESSES: Written comments on the Final EIS should be addressed to Ms. Jill Schlafer, Project Manager, Colorado Department of Transportation, Region 1, 18500 East Colfax Avenue, Aurora, CO 80011. Ms. Schlafer's e-mail address is jill.schlafer@dot.state.co.us. Copies of the Final EIS are available for public inspection and review at the locations provided in the Supplementary Information section below.

FOR FURTHER INFORMATION CONTACT: To request copies of the Final EIS or for additional information, contact: Mr. Scott Sands, FHWA, Colorado Division, 555 Zang Street, Room 250, Lakewood, CO 80228, Telephone: (303) 969-6730 extension 362; or Ms. Jill Schlafer, Colorado Department of Transportation, Region 1, 18500 East Colfax Avenue, Aurora, CO 80011, Telephone: (303) 757-9655.

SUPPLEMENTARY INFORMATION:

Hearing Date and Location

Wednesday, April 7, 2004, 4 p.m. to 6:30 p.m. at Summit High School.

Copies of the Final EIS are available in hard copy format for public inspection at:

- CDOT Headquarters, Public Information Offices, 4201 Arkansas St., Room 277, Denver, CO 80222, 303-757-9228.
- CDOT Region 1, 18500 E Colfax Avenue, Aurora, CO 80011, 303-757-9371
- CDOT Office of Environmental Programs, 1325 South Colorado Boulevard, Suite B400, Denver, CO 80222, 303-757-9259
- Summit County Engineering Department, 37 County Rd. 1005, Frisco, CO 80443, 970-668-4200

- Town of Breckenridge Engineering Department, 150 Ski Hill Rd., Breckenridge, CO 80424, 970-547-3191
- Town of Frisco Town Clerk, 1 Main St. Frisco, CO 80443, 970-668-5276
- Summit County Library—Frisco Branch, 37 County Rd. 1005, Frisco, CO 80443, 970-668-5555
- Summit County Library—Breckenridge Branch, 504 Airport Rd., Breckenridge, CO 80424, 970-453-6098
- CDOT Mountain Residency Office, west side of Eisenhower Tunnel at I-70, Silverthorne, CO 80498, 303-512-5750
- Federal Highway Administration, Colorado Division Office, 555 Zang Street, Room 250, Lakewood, CO 80228, 303-969-6730 extension 362

Background

The Final EIS identifies and describes the components and mitigation measures for the Preferred Alternative (a four-lane reduced median roadway) for the proposed transportation improvements for SH 9 between Breckenridge and Frisco. The study area lies within Summit County, Colorado and extends approximately 14.5 kilometers (9 miles) from the northern end of Frisco at approximate milepost 97 to the southern limit of Breckenridge at approximate milepost 85. The Final EIS includes a description of the selection process, the components of the Preferred Alternative, a summary floodplain encroachment, a Wetland Finding, mitigation measures for the Preferred Alternative, the Final Section 4(f) Evaluation, and comments and responses received on the Draft EIS. Four build alternatives and a No-Action Alternative were assessed in the Draft EIS with the Final EIS identifying the Preferred Alternative (DEIS Alternative 3).

The Preferred Alternative includes four through-lanes with a reduced median and shoulders, and either a depressed rural median, a raised median, or a barrier-protected median, shoulder improvements, and intersection improvements. Also included is a roundabout at the North Park Avenue and Main Street intersection and the redesignation of SH 9 from Main Street to Park Avenue in Breckenridge. Other components of the Preferred Alternative include transit improvements, such as bus queue jumping, TDM elements, improved pedestrian and bicycle facilities, drainage improvements, retaining walls, lighting, and landscaping.

The FHWA, CDOT, and other local agencies invite interested individuals, organizations, and Federal, State, and local agencies to comment on the social, economic, or environmental impacts

and mitigation measures related to the Preferred Alternative.

Issued on: March 9, 2004.

Douglas Bennett,

Assistant Division Administrator, Federal Highway Administration, Lakewood, Colorado.

[FR Doc. 04-5844 Filed 3-18-04; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34475]

Watco Companies, Inc.—Continuance in Control Exemption—Great Northwest Railroad, Inc.

Watco Companies, Inc. (Watco), a noncarrier, has filed a verified notice of exemption to continue in control of Great Northwest Railroad, Inc. (GNR), upon GNR's becoming a Class III rail carrier.

The transaction was scheduled to be consummated on or shortly after February 27, 2004, the effective date of the exemption.

The transaction is related to STB Finance Docket No. 34474, *Great Northwest Railroad, Inc.—Acquisition and Operation Exemption—Camas Prairie RailNet, Inc.*, wherein: (1) GNR seeks to acquire from Camas Prairie RailNet, Inc. (CPR) and operate approximately 179 miles of rail line located in the States of Idaho and Washington, and (2) GNR will acquire by assignment from CPR incidental overhead trackage rights over a 15.1-mile rail line in Washington owned by the Union Pacific Railroad Company (UP), for the purpose of interchanging traffic with UP and The Burlington Northern and Santa Fe Railway Company (BNSF).

Watco owns 100 percent of the issued and outstanding stock of GNR, and controls through stock ownership and management seven other Class III rail carriers: South Kansas and Oklahoma Railroad Company (SKO), Palouse River & Coulee City Railroad, Inc. (PRCC), Timber Rock Railroad, Inc. (TIBR), Stillwater Central Railroad (SLWC), Eastern Idaho Railroad, Inc. (EIRR), Kansas & Oklahoma Railroad, Inc. (K&O), and Pennsylvania Southwestern Railroad, Inc. (PSWR).¹

¹ SKO's lines are located in Missouri, Kansas, and Oklahoma; PRCC's lines are located in Washington, Oregon, and Idaho; TIBR's lines are located in Texas and Louisiana; SLWC's lines are located in Oklahoma; EIRR's lines are located in Idaho; K&O's lines are located in Kansas and Colorado; and PSWR's line is located in Pennsylvania.

As pertinent here, EIRR's lines are located in the eastern and mid-southern parts of Idaho, and are a substantial distance from the lines being acquired by GNR. PRCC's Idaho line extends westward from Potlatch, ID, approximately 50 miles north of the line being acquired by GNR. PRCC owns and operates several branch lines north of Hooper, WA, and east of Wallula, WA, and has operating rights over UP's rail line² between Attalia, WA, and Hooper, which traverses Ayer, WA. The line being acquired by GNR extends eastward from Riparia, WA, to Lewiston, ID, and the incidental overhead trackage rights being acquired by GNR are over the UP line located between Riparia and Ayer.³

Watco states that: (i) The rail lines of GNR will not connect with any of the lines of the railroads under its control or within its corporate family, (ii) the transaction is not a part of a series of anticipated transactions that would connect GNR with any other railroad in its corporate family, and (iii) the transaction does not involve a Class I railroad. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34475, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on: Karl Morell, Suite 225, 1455 F Street, NW., Washington, DC 20005.

² Those rights, however, are limited to overhead movements of grain and do not permit the interchange of traffic along the route.

³ Those trackage rights, however, are limited to traffic being interchanged by GNR with either UP or BNSF and, thus, preclude any direct interchange of traffic between GNR and PRCC.