

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Robert Mueller Airport, Austin, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Robert Mueller Municipal 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 part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before March 6, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, TX 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles W. Gates, Director of Aviation, at the following address: Mr. Charles W. Gates, Director of Aviation, City of Austin, 3600 Manor Road, Austin, TX 78723.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, TX 76193-0610, (817) 222-5614.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Robert Mueller Municipal 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 part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 22, 1994, the FAA determined that the application to impose and use the revenue from a PFC submitted by the airport 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 April 20, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: March 1, 1995

Proposed charge expiration date: May 31, 2021

Total estimated PFC revenue: \$337,821,000.00

Brief Description of Proposed Project(s)

Projects To Impose and Use PFC's

New Airport Passenger Terminal Complex; New Airport Airfield Facilities; and New Airport Landside Facilities.

Proposed class or classes of air carriers to be exempted from collecting PFC's:

On-demand air taxi/commercial operators that (1) do not enplane or deplane at the airport's main passenger building, and (2) enplane fewer than 500 passengers per year at the airport.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, 2601 Meacham Boulevard, Fort Worth, TX 76137-4298.

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

Issued in Fort Worth, Texas on December 22, 1994.

John M. Dempsey,
Manager, Airports Division.

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BILLING CODE 4910-13-M

Federal Highway Administration

[FHWA Docket No. 95-5]

Comprehensive Truck Size and Weight Study

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Request for comments and establishment of docket.

SUMMARY: This notice requests public comment on an FHWA Comprehensive Truck Size and Weight Study (CTS&WS) through an open docket. In addition, the notice articulates the FHWA's goals with regard to studying the many issues related to truck size and weight (TS&W) policy. Public comments are solicited at

this time on the study plan described below and responses are sought to a set of policy questions listed below. FHWA working papers developed for Phase I of the study will be placed in the docket for review and comment by February 15, 1995.

DATES: This docket will remain open until the study is completed. However, in order for comments to be considered during the critical early stages of the study, they should be received no later than April 3, 1995.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 95-5, Federal Highway Administration, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, DC 20590. Interested parties are requested to identify themselves for inclusion on a mailing list for notification of any public meeting(s) that may be held in connection with this study and availability of interim products by providing their names and mailing addresses to the above docket. All public meetings will also be announced in the **Federal Register**.

All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except legal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Philip Blow, Office of Policy Development, at (202) 366-4036; Mr. Thomas Klimek, Office of Motor Carrier Information Management and Analysis, at (202) 366-2212, or Mr. Charles Medalen, Office of Chief Counsel, at (202) 366-1354, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

This study is being conducted partly in response to a legislative proposal in the 103rd Congress, H.R. 4496, that would: (1) Freeze the weights allowed by State law or permit regulation on the non-Interstate portion of the National Highway System (NHS), and (2) freeze the length of new trailers at 53 feet. This bill, or similar legislation, could have a significant impact on the public and private sectors and on the safety and efficiency of the total transport system.

The current TS&W regulations were based on concerns for national