

Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approved which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the revised noise exposure maps and related descriptions submitted by the City of Fort Lauderdale. The specific maps under consideration are "Existing Conditions (1994) Noise Exposure Map" and "Five-Year Forecast (1999) Noise Exposure Map" in the submission. The FAA has determined that these maps for the Fort Lauderdale Executive Airport are in compliance with applicable requirements. This determination is effective on March 7, 1995. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to find the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the revised noise exposure maps and of the FAA's evaluation of the

maps are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 9677
Tradeport Drive, Suite 130, Orlando,
Florida 32827-5397

Airport Manager's Office, Fort
Lauderdale Executive Airport, 1401
West Commercial Blvd., Suite 200,
Fort Lauderdale, Florida 33309

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, March 7, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 95-6515 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on Air Traffic Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting; correction.

SUMMARY: The notice corrects the start time described in a notice of meeting published on March 6, 1995 (60 FR 12280).

DATES: The meeting will be held on March 24, 1995, at 9 a.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Ave., NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Mr. Reginald C. Matthews, Air Traffic Rules and Procedures Service, Federal Aviation Administration, telephone: 202-267-8783.

SUPPLEMENTARY INFORMATION: On March 6, 1995, the Federal Aviation Administration published a notice announcing an Aviation Rulemaking Advisory Committee Meeting on Air Traffic Issues. Under **SUPPLEMENTARY INFORMATION**, that document erroneously indicated 1 p.m. as the start time for the meeting. The correct start time for the meeting is 9 a.m.

Issued in Washington, DC., on March 10, 1995.

Reginald C. Matthews,

Assistant Executive Director, Aviation Rulemaking Advisory Committee on Air Traffic Issues.

[FR Doc. 95-6516 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lebanon Municipal Airport

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 Passenger Facility Charge at Lebanon 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 April 17, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Timothy J. Edwards, Airport Manager for Lebanon Municipal Airport at the following address: Lebanon Municipal Airport, 5 Airport Road, West Lebanon, New Hampshire, 03784.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Lebanon under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Soldan, Airports Program Specialist, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge (PFC) at Lebanon 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 March 6, 1995, the FAA determined that the application to impose and use the revenue from a PFC

submitted by the City of Lebanon was substantially complete within the requirements of section 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than June 5, 1995.

The following is a brief overview of the use application.

Level of the proposed PFC: \$3.00

Proposed change effective date: July 15, 1995

Proposed charge expiration date: July 15, 1995

Estimated total net PFC revenue: \$449,297

Brief description of projects:

Impose and use projects:

Reconstruct Runway 7-25

Improve Runway 7-25 Safety Areas

Design and Extend Taxiway A

Purchase Snow Removal Equipment

Environmental Assessment/Runway 18-36 (Phase I)

Environmental Assessment/Runway 18-36 (Phase II)

Design Runway 18-36 Reconstruction

Purchase Aircraft Rescue and Fire

Fighting Vehicle

Purchase Snow Removal Equipment

Impose Only Projects:

Reconstruction of Runway 18-36

Expand General Aviation Expansion (South Ramp)

Reconstruct Taxiway A

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non Excluded.

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 Lebanon Airport, 5 Airpark Road, West Lebanon, New Hampshire 03784.

Issues in Burlington, Massachusetts on March 8, 1995.

Bradley A. Davis,

Assistant Manager, Airports Division New England Region.

[FR Doc. 95-6517 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Edmonds, Snohomish County, WA

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 the Proposed Edmonds Multi-Modal Transportation Center project in the city of Edmonds, Snohomish County Washington.

FOR FURTHER INFORMATION CONTACT:

Gene K. Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9413; Paul L. Green, Director/CEO, Washington State Ferries, 801 Alaska Way, Seattle, Washington 98104-1487, Telephone 206-464-7800; Paul Mar, Director of Community Services, City of Edmonds, 250 5th Avenue, Edmonds, Washington 98020, Telephone (206) 771-0220.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation, the Federal Transit Administration, the U.S. Army Corps of Engineers, Community Transit, and the city of Edmonds will prepare an EIS for a proposed Edmonds Multi-Modal Transportation Center project in the city of Edmonds, Snohomish County, Washington. The proposed action will integrate Edmonds' ferry, rail, and bus transportation needs in a new complex. More specifically, the multi-modal facility will provide: a ferry terminal that meets the operational requirements to accommodate forecasted ferry ridership demands; a train station that meets the inter-city passenger service and commuter rail loading requirements; a transit center that meets the local bus system and regional transit system loading requirements; and a linkage system between these station/terminals that meets the operational and safety requirements of each mode.

This project is intended to address the conflicts between ferry, rail, auto, and pedestrian traffic in the confined area of downtown Edmonds. During ferry loading and unloading operations, all other non-ferry traffic is disrupted. The lack of grade separation between the rail line and ferry access often creates slowdowns in ferry operation. These conflicts interrupt the efficient movement of people and goods in and through the downtown area, create an unsafe facility for users of all modes, complicate access to local businesses and, in general, stymie the economic development of the City's downtown. Relocating the terminal to another location away from the immediate downtown area is seen as a solution to these conflicts. Access to the ferry terminal is via SR 104 through the downtown area, bisecting the commercial district and the regional waterfront park. Relocating the ferry

terminal and SR 104 will thus separate ferry and non-ferry traffic and eliminate current conflicts. In addition, the existing ferry terminal is inadequate to handle today's ferry demands. The facility needs to be upgraded to include two landing slips and a separate loading/unloading facility for walk-on passengers. Currently, walk-on passengers load and unload through the car deck, raising concern regarding safety and Americans with Disabilities Act (ADA) compliance. Finally, the existing train station does not meet ADA standards and needs major structural upgrading. To promote non-auto modes, the train station would be located close to the relocated ferry terminal.

Two preliminary build alternatives and the no action alternative have been identified for analysis in the EIS. The two build alternatives would establish the proposed multi-modal center by relocating the existing Washington State Ferry terminal from Main Street to one of two sites: (1) Point Edwards Site located approximately 3/4 mile south of Main Street, and (2) a Mid Waterfront Site located roughly half way between the Point Edwards site and Main Street. In both build alternatives, SR 104 would be realigned north of Pine Street to past through the existing Unocal owned site and provide direct access to the proposed multi-modal center.

Major issues related to environmental resources have been identified for these preliminary build alternatives in the following areas: vegetation, wildlife, and fisheries; wetlands; hazardous waste; park lands and recreational facilities; water quality; floodplains; land use; air quality; multimodal transportation; and visual quality.

The no action alternative would maintain the ferry terminal at the existing Main Street location without any additional improvements to link ferry, rail, and bus transportation services.

To begin a formal scoping period, letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, affected Native-American groups, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public scoping meeting has been tentatively scheduled for April, 1995 to solicit public input. An open house and public hearing will be held to receive comments on the draft EIS after it is approved for circulation. The draft EIS will be available for public and agency review and comment prior to the public hearing. Public notice will be given of the time and place of the scoping meeting, open house and