

hearings. All comments will be made a part of the official case record.

Dated: May 5, 1995.

M.F. McCormack,

*Captain, U.S. Coast Guard, Acting Chief,
Office of Navigation Safety and Waterway
Services.*

[FR Doc. 95-11663 Filed 5-10-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Intent to Prepare an Environmental Impact Statement and To Hold an Environmental Scoping Meeting for Detroit City Airport, Detroit, MI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice to Hold a Public Scoping Meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that environmental documentation, including an Environmental Impact Statement (EIS), will be developed concurrently with the preparation of a Master Plan for Detroit City Airport. The purpose of this plan is to determine the facilities that will be required to meet future (a 20-year time period) demand for airport operations and develop methods for providing noise compatibility with surrounding land uses. Forecasts indicate a need for a primary runway length of 6,000 feet in this densely developed urban location. To ensure that all significant issues related to the proposed action are identified, a public scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: Ernest Gubry, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East 8820 Beck Road, Belleville, Michigan 48111, 313-487-7280.

SUPPLEMENTARY INFORMATION: The FAA, in cooperation with the Bureau of Aeronautics, Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA) and with the assistance of the City of Detroit, will prepare an EIS concurrently with the preparation of a Master Plan for Detroit City Airport. The purpose of this Master Plan is to determine the facilities that will be required to meet future (a 20-year time period) demand for airport operations and develop methods for providing noise compatibility with surrounding land uses. Forecasts indicate a need for a primary runway length of 6,000 feet.

Due to the densely developed urban location of the airport and the potential

for significant environmental impacts associated with any proposed expansion, a decision has been made to prepare an EIS concurrently with the preparation of the Master Plan so that decision-makers will have an early and complete understanding of the consequences of any action proposed by the plan. The Joint Lead Agencies for the EIS will be the FAA and MDOT. The FHWA will be a cooperating agency.

Two cemeteries are located immediately north and south of the airport's existing primary runway (15/33). It is the desire of the people of Detroit, expressed during past airport improvement programs, to not disturb these cemeteries. Therefore, an extension of Runway 15/33 beyond its present length of 5,090 feet is not being considered as one of the EIS alternatives. Instead, a new runway is envisioned; based on previous planning efforts, a new 6,000-foot primary runway located west of the current runway is being proposed. The "no action" alternative also will be investigated by the EIS. In addition to concerns generated by the construction and operation of airport facilities, potentially significant issues are: the relocation of Van Dyke Avenue; the closure of Six Mile Road; and the relocation of residents, businesses, roads, and utilities. Due to the relocation of Van Dyke Avenue, the FHWA will be a cooperating agency for this EIS.

Comments and suggestions are invited from federal, state, and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues identified. Copies of materials to be evaluated can be obtained by contacting the FAA informational contact listed above. Comments and suggestions may be mailed to the same address.

PUBLIC SCOPING MEETING: To facilitate receipt of comments, two public scoping meetings will be held on Thursday, June 15, 1995. A technical meeting will be held at 10:00 a.m. at Cobo Hall (One Washington Blvd., Detroit, Michigan). A community workshop will be held at 6:00 p.m. at Davis Aerospace Technical High School (10200 Erwin St., Detroit, Michigan), to solicit comments and input from the general public on the environmental analysis process. If you plan on attending either meeting, please contact Mr. Ernest Gubry. Written comments and recommendations may be sent to Mr. Gubry's office at the above noted address prior to June 30, 1995.

Issued in Belleville, Michigan, on May 3, 1995.

Dean C. Nitz,

*Manager, Detroit Airports District Office,
FAA, Great Lakes Region,*

[FR Doc. 95-11674 Filed 5-10-95; 8:45 am]

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Notice of Intent to Rule on Application to Impose Only and Impose and Use the Revenue From a Passenger Facility Charge (PFC) at San Diego Int'l-Lindbergh Field, San Diego, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application to impose only, and impose and use PFC revenue from a PFC at San Diego Int'l-Lindbergh Field 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 as recodified by Title 49 U.S.C. 40117 [C(3)]) and 14 CFR, Part 158. On April 26, 1995, the FAA determined that the application to use from a PFC submitted by the San Diego Unified Port District 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 July 26, 1995.

DATES: Comments must be received on or before June 12, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Airports Division AWP-621, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA., 90009. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Donald E. Hillman, Jr., Acting Port Director, San Diego Unified Port District, P.O. Box 488, San Diego, California, 92112-0488. Comments from air carriers may be in the same form as provided to the San Diego Unified Port District under section 158.23 of FAR Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Milligan, Supervisor Standards Section, Airports Division AWP-621, P.O. Box 92007, WPC, Los Angeles, CA 90009, Telephone: (310) 297-1029. 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 only and impose and use the revenue from a PFC at San Diego Int'l-Lindbergh Field 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 as recodified by Title 49 U.S.C. 40117 [C(3)]) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). On April 26, 1995, the FAA determined that the application to impose only and impose and use the revenue from a PFC submitted by the San Diego Unified Port District 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 July 26, 1995.

The following is a brief overview of the application:

Level of the Proposed PFC: \$3.00
Proposed Charge Effective Date: October 1, 1995

Proposed Charge Expiration Date:
January 1, 2002

Total Estimated PFC Revenue:
\$132,341,000

Brief description of the proposed project—Impose and Use:

Construct an 8-gate addition to the West Terminal Building—Total \$1,000,000

Construct additional apron paving for support of West Terminal Building Addition—Total \$100,000

Modify the terminal access roads—Total \$28,093,000

School noise attenuation projects—Total \$1,461,000

Construct remain overnight apron—Total \$2,250,000

Upgrade HVAC in East and West Terminals—Total \$13,239,000

Impose only:

Enlarge East Terminal Gates 1 and 2 for international flights—Total \$1,069,000

Construct second level roadway for East and West Terminals—Total \$27,510,000

Construct second floor ticketing area at existing East Terminal—Total \$29,134,000

Construct additional 7 gates on west side addition of West Terminal—Total \$10,347,000

Construct apron paving for additional 7 gates on west side addition of West Terminal—Total \$10,754,000

Modify roadway system for additional 7 gates on west side addition of West Terminal—Total \$3,064,000

Construct terminal apron east of East Terminal including building demolition—Total \$1,947,000

Replace airport fire station—Total \$2,373,000

Impose only alternative projects (Total project costs):

Construct west airport access road to west side of terminal buildings—Total \$92,178,000

Extend Taxiway C west to the approach end of Runway 9—Total \$21,131,000

Relocate Taxiway B 400 feet from runway centerline—Total \$22,739,000

Construct airport access road from Washington Street north side of airport to west side of terminal buildings—Total \$50,109,000

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 Air Taxis.

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 San Diego Unified Port District Building.

Issued in Hawthorne, California, on May 1, 1995.

Robert C. Bloom,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 95-11675 Filed 5-10-95; 8:45 am]

BILLING CODE 4910-13-M

Aircraft Flight Recorder and Cockpit Voice Recorder

AGENCY: Federal Aviation Administration.

ACTION: Correction to notice of cancellation of Technical Standard Orders (TSO's) C51a and C84.

SUMMARY: This notice was issued in Vol. 60, No. 74, on page 19443, Tuesday, April 18, 1995, to make the following correction:

On page 19444 in the first column, first sentence "Based on the findings of the NTSB TSO-C54a, and TSO-C81 are canceled May 18, 1995." The sentence should read "Based on the findings of

the NTSB TSO-C51a, and TSO-C84 are canceled May 18, 1996."

John K. McGrath,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95-11676 Filed 5-10-95; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Office of Hazardous Materials Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant
2. Extensive public comment under review
3. Application is technically very complex and is of significant impact or precedent-setting and requires extensive analysis
4. Staff review delayed by other priority issues or volume of exemption applications

Meaning of Application Number Suffixes

- N—New application
- M—Modification request
- PM—Party to application with modification request

Issued in Washington, D.C., on May 5, 1995.

J. Suzanne Hedgepeth,

Chief, Exemption Programs, Office of Hazardous Materials Exemptions and Approvals.