

proposed action are identified, a public scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT:

Mr. Elisha Novak, Senior Planner, SFO-612, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, California 94010-1303, Telephone 415/876-2928.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA), in cooperation with the city of San Jose, California will prepare an Environmental Impact Statement for development recommended by the Airport Master Plan Update for San Jose International Airport. Since the airport environs contains non-compatible land uses in terms of aircraft noise, and the proposal is likely to be controversial, a decision has been made to prepare an Environmental Impact Statement (EIS). The city of San Jose, pursuant to the California Environmental Quality Act (CEQA) will also prepare an Environmental Impact Report (EIR) for the proposed development. In an effort to eliminate unnecessary duplication and reduce delay, the document to be prepared, will be a joint EIR/EIS in accordance with the President's Council on Environmental Quality Regulations described in title 40 Code of Federal Regulations Section 1500.5.

The Joint Lead Agencies for the preparation of the EIR/EIS will be the Federal Aviation Administration and the city of San Jose, California.

The development recommended by the Airport Master Plan Update to be evaluated in the EIR/EIS includes: Reconstruction and extension of Runway 12L-30R (from 4,400 to 11,050 feet); Reconstruction and extension of Runway 12R-30L (from 10,200 feet to 11,000 feet); Reconstruction and extension of parallel taxiways to match proposed runway extensions; Construction/reconstruction and extension of cross taxiways including several high-speed runway exits and aircraft hold aprons; Construction of new passenger terminal facilities (an increase of 18 gates for a total of 49 gates); Construction of interim public surface parking and construction of garages for public, rental car, and employee parking, expansion and relocation of cargo airline facilities; Expansion and relocation of belly-freight airline facilities; Relocation and expansion of fuel storage facilities; Expansion and relocation of other support facilities including flight kitchen and airport and airline maintenance areas, and Elimination of 300 existing general aviation aircraft

storage spaces and all existing non-aviation land uses.

It is anticipated that the proposed master plan development program would be adequate to accommodate approximately 17.6 million annual passengers by the year 2010, which is the forecast level of passenger demand, as well as the projected air cargo demand in 2010. The proposed program would result in the build-out of substantially all available airport operating areas.

Alternatives: The alternatives to the proposed development that will be examined equally in the EIR/EIS include the following:

Alternative A: Similar airport improvements as listed but sized to adequately accommodate approximately 13.1 million annual passengers by the year 2010, with the following major modifications to include: reconstruction and extension of Runway 12L-30R (from 4,400 feet to 8,900 feet), construction of new passenger terminal facilities (an increase of 6 gates for a total of 37 gates), and elimination of 190 existing general aviation aircraft storage spaces and all existing non-aviation land uses.

Alternative B: Similar airport improvements as listed except for no reconstruction or extension of Runway 12L/30R and sized to adequately accommodate approximately 12.4 million annual passengers by the year 2010, with the following other major modifications to include: Construction of new passenger terminal facilities (an increase of 4 gates for a total of 35 gates), no relocation/expansion of cargo airline facilities, and elimination of 120 existing general aviation aircraft storage spaces.

No Action for each of the proposed project improvements and Alternatives A or B will also be considered.

On July 7, 1995, the city of San Jose issued a Notice of Preparation of a joint EIR/EIS for the "San Jose International Airport Master plan Update" in accordance with Section 15222 of the California Environmental Quality Act. The FAA intends to cooperate with local and state agencies to the fullest extent possible to reduce duplication between federal and state environmental requirements.

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. Comments and suggestions may be mailed to the FAA informational contact listed above.

Public Scoping Meeting: Scoping of the processing of a joint EIR/EIS is anticipated to include both a public scoping meeting for governmental agencies and a scoping meeting for the general public concerning the range of actions, alternatives, and impacts to be considered. Two separate meetings are to be held in order to allow members of the public to attend who would not be able to during normal business hours. The governmental agency scoping meeting is scheduled to be held on August 21, 1995, between 1:30 p.m. and 4 p.m. at San Jose City Hall, Council Chambers (2nd Floor), 801 N. First Street, San Jose, California. The general public scoping meeting will also be held on August 21, 1995, between 6:30 p.m. and 9 p.m. at the same location.

The FAA invites interested parties to submit written comments to the FAA contact listed above.

Issued in Hawthorne, California on July 13, 1995.

Herman C. Bliss,

*Manager, Airports Division, AWP-600
Western-Pacific Region.*

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Aviation Rulemaking Advisory Committee Meeting on General Aviation and Business Airplane Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss general aviation and business airplane issues.

DATES: The meeting will be held on August 16, 1995, at 9:00 a.m. Arrange for oral presentations by August 9, 1995.

ADDRESSES: The meeting will be held at the Regional Airline Association, 1200 19th Street NW., 2nd Floor, Presentation Room B, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT:

Carolina Forrester, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9690.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to be held on August 16, 1995, at the Regional Airline Association, 1200 19th Street NW., 2nd Floor, Presentation Room B,

NW., Washington, DC 20005. The agenda for the meeting will include:

- Opening Remarks.
- Update on the Part 23

Harmonization Final Rules.

- Discussion of Future Tasks.
- Schedule Future Meetings.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by August 9, 1995, to present oral statements at the meeting. The public may present written statements to the committee, at any time, by providing 25 copies to the Assistant Executive Director, or by bringing the copies to him at the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Kansas City, Missouri on July 13, 1995.

John R. Colomy,

Assistance Executive Director for General Aviation and Business Airplane Issues, Aviation Rulemaking Advisory Committee
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BILLING CODE 4910-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In June 1995, there were 10 applications approved. Additionally, one approved amendment to a previously approved application is listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Albany-Dougherty Aviation Commission, Albany, Georgia.
Application Number: 95-01-C-00-ABY.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$457,301.

Charge Effective Date: September 1, 1995.

Estimated Charge Expiration Date: October 1, 1999.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Preparation of PFC application, Passenger lift device, Stormwater pollution prevention plan, Airport/aircraft rescue and firefighting (ARFF) communications equipment, Master plan update, Resurface terminal entrance and exit road, Replace two security gates.

Brief Description of Project Approved in Part for Collection and Use: Bunker gear suits and proximity suits.

Determination: Approved in part. The public agency requested the acquisition of 10 bunker gear suits and 10 proximity suits. Airport Improvement Program (AIP) eligibility for protective suits at ABY is limited to 10 suits total. Since the proximity suits provide more protection for ARFF personnel than do bunker suits, this approval is limited to 10 proximity suits; the bunker gear suits are not eligible. The approved amount was reduced from that requested by the cost of the bunker suits.

Brief Description of Project Approved for Collection Only: Rehabilitate general aviation apron.

Brief Description of Project Disapproved: Americans with Disabilities Act (ADA) signage—terminal building.

Determination: Disapproved. Section 203 of Pub. L. 103-305 (August 23, 1994), 49 U.S.C. 40117(a)(3)(F) states that stand-alone ADA projects are PFC-eligible if the project is located on the air side of the airport. The proposed project does not meet that criteria since it is located within the terminal building which is considered the land side of the airport. While modifying signs in the terminal to improve the movement of passengers is generally AIP eligible, for this project the only modifications or additions are to meet ADA requirements. Therefore, this project must be considered a stand-alone land side ADA project and as such is not eligible for PFC funding.

Decision Date: June 14, 1995.

For Further Information Contact: Walter Bauer, Atlanta Airports District Office, (404) 305-7142.

Public Agency: Town of Mammoth Lakes, California.

Application Number: 95-01-C-00-MMH.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$166,632.

Charge Effective Date: September 1, 1995.

Estimated Charge Expiration Date: September 1, 2002.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Mammoth Lakes Airport.

Brief Description of Projects Approved for Collection and Use: Environmental assessment study and property boundary surveys, Airport masterplan update, 1993 development program.

Decision Date: June 20, 1995.

For Further Information Contact: Joseph R. Rodriguez, San Francisco Airports District Office, (415) 876-2805.

Public Agency: City of Colorado Springs, Colorado.

Application Number: 95-02-C-00-COS.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$7,445,625.

Charge Effective Date: August 1, 1996.

Estimated Charge Expiration Date:

April 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Airport service road improvements, Taxiway improvement project.

Decision Date: June 20, 1995.

For Further Information Contact: Chris Schaffer, Denver Airports District Office, (303) 286-5525.

Public Agency: Bert Mooney Airport Authority, Butte, Montana.

Application Number: 95-02-U-00-BTM.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$410,202.

Charge Effective Date: July 1, 1994.

Estimated Charge Expiration Date:

May 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: The Bert Mooney Airport Authority has previously been approved to exclude a class of carriers in the April 17, 1994, Record of Decision.

Determination: No change from previously approved application.

Brief Description of Projects Approved for Use of PFC Revenue:

Purchase new ARFF vehicle, Expand ARFF garage and update maintenance