

person may, upon request, inspect the application, notice and other documents germane to the application in person at: Albert J. Ellis Airport, 264 A. J. Ellis Airport Road, Richlands, North Carolina.

Issued in Atlanta, Georgia on August 9, 1995.

**Dell T. Jernigan,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 95-20678 Filed 8-18-95; 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 Philadelphia International Airport, Philadelphia, Pennsylvania

**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 Philadelphia International 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 September 20, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mary Rose Loney, Director of Aviation for the City of Philadelphia at the following address: Philadelphia International Airport, Terminal E, Philadelphia, Pennsylvania 19153.

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

**FOR FURTHER INFORMATION CONTACT:** Mr. L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011, (717) 730-2835. 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 Philadelphia International 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 August 2, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Philadelphia 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 November 14, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

September 1, 1992

Proposed charge expiration date: August 31, 1997

Total estimated PFC revenue:

\$116,700,000

Brief description of proposed project:

Design and construction of a new commuter runway 8-26 at Philadelphia International Airport.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ACTO) 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 Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

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

Issued in Jamaica, New York on August 14, 1995.

**Anthony P. Spera,**

*Manager, Airports Division, Eastern Region.*

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### Airborne Supplemental Navigation Equipment Using the Global Positioning System (GPS)

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and request comments on

a proposed Technical Standard Order pertaining to airborne supplemental navigation equipment using the global positioning system (GPS). The proposed TSO prescribes the minimum performance standards that airborne supplemental area navigation equipment using the GPS must meet to be identified with the marking "TSO-C129a."

**DATES:** Comments must identify the TSO file number and be received on or before November 14, 1995.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C129a, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, Telephone (202) 267-9546.

### Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

### Background

This revision of the original version of TSO-C129 corrects typographical errors and clarifies issues that applicants found to be ambiguous. The revision also incorporates language to accommodate all deviations that have been granted since the original TSO was released in December of 1992. The only changes to requirements are that the software standard has been upgraded to