

**DATES:** Comments must be received on or before January 19, 1996.

**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. Alfred Testa, Jr., Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire, 03103.

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

**FOR FURTHER INFORMATION CONTACT:** Priscilla A. Scott, 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 use the revenue from a Passenger Facility Charge (PFC) at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 5, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the City of Manchester was substantially complete within the requirements of § 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 March 5, 1996.

The following is a brief overview of the use application.

PFC Project #: 96-02-U-00-MHT  
Level of the proposed PFC: \$3.00  
Charge effective date: January 1, 1993  
Estimated charge expiration date: March 1, 1997

Estimated total net PFC revenue:  
\$1,100,000

Brief description of project: Part 150 Noise Mitigation/Residential Soundproofing/Land Acquisition.

Class or classes of air carriers which the public agency has requested not be

required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO).

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 Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103:

Issued in Burlington, Massachusetts on December 12, 1995.

Vincent A. Scarano,  
*Manager, Airports Division, New England Region.*

[FR Doc. 95-30918 Filed 12-19-95; 8:45 am]

**BILLING CODE 4910-13-M**

### Federal Highway Administration

#### Environmental Impact Statement: Brunswick and New Hanover Counties, NC

**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 will be prepared for a proposed highway project in Brunswick and New Hanover Counties, North Carolina.

**FOR FURTHER INFORMATION CONTACT:** Roy C. Shelton, Operations Engineer, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone (919) 856-4350.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the North Carolina Department of Transportation (NCDOT) will prepare an environmental impact statement (EIS) on a proposal to relocate US 17 in Brunswick and New Hanover Counties, North Carolina. The proposed improvement would involve the relocation of the existing US 17 from US 421 to existing US 17 south of Wilmington. The proposed action is considered necessary to provide for the existing and projected traffic demand.

Alternatives under consideration include: (1) The "no-build," (2) two build alternatives for constructing a four-lane full control of access freeway on new location, and (3) improvements to existing US 421 and US 17/74/76.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A complete public involvement program has been

developed for this project to include: the distribution of newsletters to interested parties, along with public meetings and a public hearing to be held in this project study area. A toll-free project telephone "hotline" is also being made available. Information on the time and place of the public hearing will be provided in the local news media. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Issued on: December 8, 1995.

Roy C. Shelton,

*Operations Engineer, Raleigh, NC.*

[FR Doc. 95-30843 Filed 12-19-95; 8:45 am]

**BILLING CODE 4910-22-M**

### Research and Special Programs Administration

[Docket No. PS-142; Notice 2]

#### Considerations for a Program Framework for Risk Management Demonstrations

**AGENCY:** Office of Pipeline Safety, DOT.  
**ACTION:** Notice.

**SUMMARY:** The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) is considering how to implement a program administrative framework to receive, analyze, accept, monitor and revise risk management plans that interstate natural gas transmission and hazardous liquid pipeline companies would submit as risk management demonstration projects. RSPA is not yet prepared to consider a conceptual administrative framework for intrastate pipeline companies.

A demonstration project framework is needed to validate benefits in applying risk management in the pipeline industry and to determine how it would work most effectively. A framework is also needed to evaluate the use of