

addresses in Portsmouth, New Hampshire. Applicants must use the correct postal zip code designated for their native region (see addresses below). Entries must be mailed in a regular letter or business-size envelope with the applicant's native country, full name, mailing address, and country of residence typed or clearly printed in the English alphabet in the upper left-hand corner of the envelope. Postcards are not acceptable.

Only one entry for each applicant may be submitted during the registration period. Duplicate or multiple entries will disqualify individuals from registration for this program. Entries received before or after the specified registration dates regardless of when they are postmarked and entries sent to an address other than one of those indicated below are void. All mail received during the registration period will be individually numbered and entries will be selected at random by computer regardless of time of receipt during the mail-in period.

Where Should Entries Be Sent?

Note Carefully the Importance of Using the Correct Postal ZIP Code for Each Region.

Asia: DV-97 Program, National Visa Center, Portsmouth, NH 00210, USA.

South America: DV-97 Program, National Visa Center, Portsmouth, NH 00211, USA.

Europe: DV-97 Program, National Visa Center, Portsmouth, NH 00212, USA.

Africa: DV-97 Program, National Visa Center, Portsmouth, NH 00213, USA.

Oceania: DV-97 Program, National Visa Center, Portsmouth, NH 00214, USA.

North America: DV-97 Program, National Visa Center, Portsmouth, NH 00215, USA.

Is It Necessary To Use an Outside Attorney or Consultant?

The decision to hire an attorney or consultant is entirely up to the applicant. Procedures for entering the Diversity Lottery can be completed without assistance following simple instructions. However, if applicants prefer to use outside assistance, that is their choice. There are many legitimate attorneys and immigration consultants assisting applicants for reasonable fees, or in some cases for free. Unfortunately, there are other persons who are charging exorbitant rates and making unrealistic claims. The selection of winners is made at random and no outside service can improve an applicant's chances of being chosen or guarantee an entry will win. Any service that claims it can

improve an applicant's odds would be promising something it cannot deliver.

Persons who think they have been cheated by a U.S. company or consultant in connection with the Diversity Visa Lottery may wish to contact their local consumer affairs office or the National Fraud Information Center at 1-800-876-7060. The U.S. Department of State has no authority to investigate complaints against businesses in the United States.

How Will Winners Be Notified?

Only successful registrants will be notified by mail at the address listed on their entry. The notifications will be sent to the winners no later than July 1, 1996 along with instructions on how to apply for an immigrant visa. Applicants must meet all eligibility requirements under U.S. law to be issued a visa.

Being selected as a winner in the DV Lottery does not automatically guarantee being issued a visa because the number of applications selected is greater than the number of immigrant visas available. Those selected will, therefore, need to act on their immigrant visa applications quickly. Once the total 55,000 visas have been issued, the DV Program for Fiscal Year 1997 will end.

A visa lottery hotline has been set up to provide additional information on the DV-97 Program. The 24-hour number is (202) 663-1600. Printed information will also be available by FAX by dialing (202) 647-3000 (Code 1103) from a FAX phone, or may be obtained from U.S. Embassies and Consulates overseas.

Dated: January 17, 1996.

Mary A. Ryan,

Assistant Secretary for Consular Affairs.

[FR Doc. 96-1224 Filed 1-26-96; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Civil Tiltrotor Development Advisory Committee Termination

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Civil Tiltrotor Development Advisory Committee Termination.

SUMMARY: Notice is hereby given of the termination of the Civil Tiltrotor Development Advisory Committee. The committee was established to evaluate the technical feasibility and economic viability of developing civil tiltrotor aircraft and a national system of infrastructure to support the incorporation of tiltrotor aircraft

technology into the national transportation system.

The committee was terminated after submission of its report to Congress on December 29, 1995, and its continuation is no longer in the public interest in connection with the performance of FAA by law.

FOR FURTHER INFORMATION CONTACT: Robert Smith, (AND-610), Office of Communications, Navigation and Surveillance systems, 800 Independence Avenue, SW., Washington, DC 20591, telephone 202-267-3783.

Issued in Washington, DC, on January 19, 1996.

Robert D. Smith,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 96-1444 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Nashville International Airport, Nashville, TN

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 use the revenue from a PFC at Nashville 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 February 28, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2851 Directors Cove, Suite #3, Memphis, TN 38131-0301.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to General William G. Moore, Jr., President of the Metropolitan Nashville Airport Authority at the following address: Metropolitan Nashville Airport Authority, One Terminal Drive, Suite 501, Nashville, Tennessee 37214-4114.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Nashville Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Charles L. Harris, Planner, Memphis Airports District Office, 2851 Directors

Cove, Suite 3, Memphis, Tennessee 38131-0301; telephone number 901-544-3495. The application may be reviewed in person at this location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Nashville International Airport under 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 January 19, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the Metropolitan Nashville Airport Authority 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 April 18, 1996.

The following is a brief overview of the application.

PFC application number: 96-02-U-00-BNA

Level of the PFC: \$3.00

Actual charge effective date: January 1, 1993

Estimated charge expiration date: December 1, 2001

Total estimated PFC revenue: \$99,443,000

Total amount of use approval requested in this application: \$11,713,300

Brief description of proposed project(s):
Construct Concourse Connector—
Construct International Arrivals Building

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 (air taxi) operators.

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 Metropolitan Nashville Airport Authority.

Issued in Memphis, Tennessee, on January 19, 1996.

Wayne R. Miles,
Assistant Manager, Memphis Airports District Office.

[FR Doc. 96-1439 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Availability of Scoping Paper for Environmental Impact Statement, Proposed Terminal Doppler Weather Radar To Serve John F. Kennedy International and La Guardia Airports

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: The FAA announces the availability of a Scoping Paper for the Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is conducting a scoping process to determine the issues and alternatives to be analyzed in this EIS. The Scoping Paper outlines objectives and procedures of the scoping process and technical issues to be addressed in the EIS. Copies of the Scoping Paper are available upon request to the FAA.

SUPPLEMENTARY INFORMATION: The FAA announces the availability of a Scoping Paper for the Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is conducting a scoping process to determine the issues and alternatives to be analyzed in this EIS.

The Scoping Paper covers the objectives of the scoping process, procedures to be followed by the FAA during the scoping process, planned times and locations of public scoping meetings, the proposed action and alternatives to be addressed in the EIS and anticipated environmental issues. The Scoping Paper also lists the EIS core team members and agencies likely to participate in the EIS process, and includes a draft outline for the EIS. Comments from interested parties on the scope of the EIS and the contents of the Scoping Paper are encouraged and may be submitted to the FAA in writing to the address given below or presented verbally at the scoping meetings. Times and locations of the scoping meetings are given in the Scoping Paper. Written comments must be received by April 2, 1996. Comments should discuss environmental concerns and issues related to the proposed action, suggested analyses and methodologies for inclusion in the EIS, possible sources of relevant data or information,

or feasible alternatives to the proposed action.

Copies of the Scoping Paper are available upon request to the FAA or may be obtained at the scoping meetings. Written requests for copies of the Scoping Paper and written comments on the Scoping Paper should be addressed to FAA as follows: Federal Aviation Administration, Office of the Chief Counsel, Attention: Docket (AGC-200) Docket No. 28365, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Jerome D. Schwartz, Environmental Specialist, Federal Aviation Administration, Wind Shear Products Team, AND-420, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 358-4946.

Issued in Washington, DC on January 23, 1996.

Loni Czekalski,

Director of Communications, Navigation, and Surveillance Systems, AND-1.

[FR Doc. 96-1536 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Public Scoping Meetings for Environmental Impact Statement, Proposed Terminal Doppler Weather Radar To Serve John F. Kennedy International and La Guardia Airports

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meetings.

SUMMARY: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is preparing an Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. The FAA will conduct scoping meetings to obtain public comments on the issues and alternatives to be analyzed in this EIS. Meetings will be held during March 5-7, 1996, at various locations in Brooklyn and Queens, New York, and will be open to all interested parties.

SUPPLEMENTARY INFORMATION: In accordance with requirements of the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2)(C), the FAA is conducting a scoping process to determine the issues and alternatives to be analyzed in Environmental Impact Statement (EIS) for Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International and La Guardia Airports. The FAA intends to conduct four public