

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