

*Level of the PFC:* \$3.00.

*Actual charge effective date:* June 1, 1995.

*Estimated charge expiration date:* December 31, 1998.

*Total approved net PFC revenue:* \$215,820.00.

*Brief description of proposed projects:* Install sanitary sewer; rehabilitate Runway 1/19, including HIRL and signs; install PAPI and REIL's (Runway 19); construct and light Taxiway "H", GA apron and GA access road.

Class of classes or air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

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 Dickinson County Board of Commissioners.

Issued in Des Plaines, Illinois, on May 3, 1996.

Benito DeLeon,

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 96-11731 Filed 5-9-96; 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 Marquette County Airport, Marquette, Michigan**

**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 Marquette County 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 June 10, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, MI 48111.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Harold R. Pawley, Airport Manager, of the Marquette County Airport at the following address: Marquette County Airport, 198-B Airport Road, Negaunee, MI 49866-9669.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Marquette County Airport under Section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Jon Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). 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 Marquette County 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 April 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by Marquette County Airport 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 July 9, 1996.

The following is a brief overview of the application.

*PFC Application No.:* 96-03-C-00-MQT.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* July 1, 1996.

*Proposed charge expiration date:* September 1, 1996.

*Total estimated PFC revenue:* \$32,500.00.

*Brief description of proposed project(s):* Purchase snow removal equipment.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air taxis and charters.

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 County of Marquette, Michigan.

Issued in Des Plaines, Illinois, on May 3, 1996.

Benito DeLeon,

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 96-11732 Filed 5-9-96; 8:45 am]

BILLING CODE 4910-13-M

### **Federal Highway Administration**

#### **Supplemental Environmental Impact Statement: Lane County, Oregon**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent to supplement a final environmental impact statement.

**SUMMARY:** The FHWA is issuing this notice to advise all concerned that a supplement to the final environmental impact statement will be prepared for the West 11th Street-Garfield Street, Florence-Eugene Highway (known locally as the West Eugene Parkway) in Lane County, Oregon.

**FOR FURTHER INFORMATION CONTACT:** Elton Chang, Environmental Engineer, Federal Highway Administration, 530 Center Street N.E., Room 100, Salem, Oregon, 97301, Telephone: (503) 399-5749, Fax (503) 399-5838.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Oregon Department of Transportation and the City of Eugene Public Works Department will prepare a supplement to the final environmental impact statement (FEIS) on the proposal to construct an approximately 9.3 kilometers (5.8 miles) east-west thoroughfare as an extension of the 6th and 7th couplet on a new alignment in the City of Eugene. The original FEIS (FHWA-OR-EIS-85-05-F) for this roadway was approved on November 20, 1989 and the Record of Decision (ROD) signed on April 4, 1990. The final EIS followed a draft EIS dated October 3, 1985 and a supplemental draft EIS dated June 5, 1986. All three environmental documents were reviewed by the public and interested agencies. The new roadway would start in the east at Garfield Street and the 6th and 7th Streets couplet near Highway 99W and terminate in the west with a connection to Route 126 approximately 1.1 kilometers (0.7 miles) west of the Oak Hill railroad overpass in Lane County, Oregon. In general, the new roadway would have four 3.6-meter (12-foot) wide travel lanes and a parkway-type design that would include a 4.3-meter (14-foot) wide landscaped median with 1.2-meter (4-foot) inside shoulders for both roadways, and 2.4-meter (8-foot) wide shoulder/bike lanes on the