

PFC Application Number: 96-03-U-00-LEX.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: November 1, 1993.

Proposed charge expiration date: September 1, 2005.

Total estimated PFC revenue: \$15,154,632.

Brief description of proposed project(s):

Use Only

(1) Assess Environmental Impacts of Proposed Parallel Runway

(2) Implement Noise Abatement Program—Phase II

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 or part 298 (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 Blue Grass Airport.

Issued in Memphis, Tennessee, on May 23, 1996.

LaVerne F. Reid,

Manager, Airports District Office, Southern Region.

[FR Doc. 96-13773 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#96-02-C-00-CPR) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Natrona County International Airport, Submitted by the Board of Trustees of Natrona County International Airport, Casper, WY

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 PFC revenue at Natrona County International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before July 3, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-

ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Eddie F. Storer, Airport Manager, at the following address: Natrona County International Airport, 8500 Airport Parkway, Casper, WY 82604-1697.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Natrona County International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn Street, Suite 300; Denver, CO 80216-6026. 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 (#96-02-C-00-CPR) to impose and use PFC revenue at Natrona County International Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Natrona County International Airport, Casper, Wyoming, was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 23, 1996.

The following is a brief overview of the application.

Level of the Proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1997.

Proposed charge expiration date: October 31, 1999.

Total requested for use approval: \$427,704.00.

Brief description of proposed project: ARFF improvements; Acquire snow removal equipment (SRE); Construct wildlife control fencing; Rehabilitate airfield lighting system; Rehabilitate Taxiway "C"; Relocate road out of runway safety area.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None, as approved in the Record of Decision dated June 14, 1993.

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: Federal Aviation Administration,

Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

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

Issued in Renton, Washington, on May 23, 1996.

Dennis G. Ossenkop,

Acting Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-13774 Filed 5-31-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: New London County, CT

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 (EIS) will be prepared for the proposed transportation improvements within the Connecticut Route 2/2a/32 (CT 2/2A/32) corridor in the towns of Norwich, Preston, Ledyard, North Stonington, Stonington, Montville, New London, Connecticut.

FOR FURTHER INFORMATION CONTACT: Donald West, Division Administrator, Federal Highway Administration, Connecticut Division Office, 628-2 Hebron Avenue, Suite 303, Glastonbury, Connecticut 06033. Telephone: (860) 659-6703; or Edgar T. Hurlle, Director of Environmental Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546 Newington Connecticut 06131-7546. Telephone: (860) 594-2920.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Connecticut Department of Transportation (ConnDOT), will prepare an EIS to analyze potential impacts of transportation improvements within the CT 2/2a/32 corridor in southeastern Connecticut. The approximate length of the study area corridor is fifteen miles. Proposed improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. A Major Investment Study (MIS) is currently being conducted for the corridor to develop alternatives to be considered in the draft EIS. The alternatives being considered in the MIS include the no action, minor roadway improvements, roadway widening, new