

optimum radial length is 300 feet, but this length may be shortened to fit within property boundaries. Wherever possible, a cable plow method will be used in the radial installation to minimize soil disturbance.

(c) *DGPS Antennas*—Two 30 foot masts to support six small (4 inches by 18 inches diameter) receiving antennas will be required. The masts will be installed on concrete foundations. The antennas support the primary and backup reference receivers and integrity monitors.

(d) *Equipment shelter*—DGPS transmitting equipment will be housed in a 10 foot 8 inch by 16 foot 8 inch shelter.

(e) *Utilities*—The Coast Guard proposes to use available commercial power as the primary source for the electronic equipment with battery power as a backup. A telephone line and modem will be required at each site for remote monitoring and operation.

Proposed Finding

Implementation of a DGPS service at Geiger Key, FL, is determined to have no significant effect on the quality of the human environment or require preparation of an Environmental Impact Statement.

Dated: June 6, 1996.

N.T. Saunders,

Rear Admiral, U.S. Coast Guard, Chief, Operations.

[FR Doc. 96-14865 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Notice of Intent To Rule on Application (#96-02-U-00-EUG) To Use the Revenue From a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Submitted by the City of Eugene, Eugene, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to the notice of intent to rule on application to use the revenue from a Passenger Facility Charge (PFC) at Eugene Airport/Mahlon Sweet Field, Eugene, Oregon.

SUMMARY: This correction amends the information included in the previously published notice.

In notice document 96-10518 beginning on page 18771 in the issue of Monday, April 29, 1996, in the first column under BACKGROUND INFORMATION, the second paragraph should read as follows:

The following is a brief overview of the application.

Level of proposed PFC: \$3.00.

Actual charge effective date: November 1, 1993.

Proposed charge expiration date: December 1, 1998.

Total estimated PFC revenues: \$1,850,000.00.

Brief description of proposed project: Land acquisition—Phase I.

FOR FURTHER INFORMATION CONTACT:

Ms. Carolyn Read, (206) 227-2661; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250; Renton, WA 98055-4056. The application may be reviewed in person at this same location.

Issued in Renton, Washington, on June 5, 1996.

David A. Field,

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

[FR Doc. 96-14876 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary

Federal Highway Administration

Announcement of Conference on DOT Drug and Alcohol Testing Requirements for Mexican Carriers

AGENCIES: Office of the Secretary, Federal Highway Administration, DOT.

ACTION: Notice.

SUMMARY: The Office of the Secretary (OST), the Federal Highway Administration (FHWA), and the Mexico Secretariat of Communication in Transportation (SCT) are holding a conference on the implementation by Mexican motor carriers of the DOT-required drug and alcohol testing rules. Members of the Mexican motor carrier industry and the general public are invited to attend. The governments of Mexico and the United States are working cooperatively to ensure that companies needing to comply with the rules are able to do so by the effective date. This conference will provide Mexican carriers with an opportunity to meet SCT and DOT personnel and speak with them on all issues related to implementation of these rules. Both governments strongly urge attendance and participation of Mexican carriers.

DATES: June 24, 1996.

ADDRESSES: Holiday Inn, Downtown Market Square, 318 West Durango Street, San Antonio, Texas. The conference will run from 8:00 a.m. to 5:00 p.m.

FOR FURTHER INFORMATION CONTACT:

Mary Bernstein, Director, Office of Drug

Enforcement and Program Compliance, Room 10317, (202-366-3784), 400 7th Street, SW, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: The Omnibus Transportation Employee Testing Act of 1991 required the Secretary of Transportation to issue regulations requiring controlled substances and alcohol testing of commercial motor vehicle drivers who are subject to the commercial driver's licensing requirements of the Commercial Motor Vehicle Safety Act of 1986, 49 U.S.C. Chapter 313. The final rules, 49 CFR Part 40, "Procedures for Transportation Drug and Alcohol Testing Programs," and 49 CFR Part 382, "Commercial Driver's License Program and Controlled Substance and Alcohol Use and Testing,"

implementing such testing, were published on February 15, 1994. Following comments from United States, foreign industry, and other interested parties, FHWA amended Part 382 on September 22, 1995 (60 FR 49322) and extended the drug and alcohol testing requirements to foreign employers and drivers who drive into the United States. The implementation dates of the requirements of 49 CFR Part 40 and Part 382 will go into effect on July 1, 1996, for large foreign employers (with more than 50 drivers), and will go into effect on July 1, 1997, for small foreign employers (with less than 50 drivers).

Currently, Mexico has a drug and alcohol testing program which is wholly supported and operated by the government. This program will remain intact under the control and enforcement of SCT and run concurrently with, but in addition to, the DOT program requirements. Mexican motor carriers must comply with DOT requirements on their own, by partnering with SCT, or by contracting the requirements to consortia/third party administrators (C/TPA) working on the employer's behalf. The DOT is providing technical assistance in a number of areas to speed up the implementation process.

This conference will be an opportunity for the Mexican employers and their industry associations to have a dialogue with OST, FHWA, and SCT personnel regarding implementation issues, questions, and concerns. OST, FHWA, and SCT personnel will present to the participants a concise overview of the rule requirements. Although the primary purpose of this conference is to meet with Mexican motor carrier industry officials, other Mexican or United States interested parties, such as laboratories, consortia, third party