

required to collect PFC's: The carriage in air commerce of persons for compensation or hire as a commercial operator, but not an air carrier, of aircraft having a maximum seating capacity of less than twenty passengers or a maximum payload capacity of less than twenty passengers or a maximum payload capacity of less than 6,000 pounds. "Air Taxi/Commercial Operator" shall also include, without regard to number of passengers or payload capacity, revenue passengers transported for student instruction, nonstop sightseeing flights that begin and end at the same airport and are conducted within a 25 statute mile radius of the Airport, ferry or training flights, aerial photography or survey charters, and fire fighting charters.

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 S.W., 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 Portland International Airport.

Issued in Renton, Washington on July 26, 1996.

David A. Field,
Manager, Planning, Programming and Capacity Branch—Northwest Mountain Region.

[FR Doc. 96-19677 Filed 8-1-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Stearns County, Minnesota

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 reconstruction of Trunk Highway 23 (TH 23) in Stearns County, Minnesota.

FOR FURTHER INFORMATION CONTACT: Cheryl Martin, Federal Highway Administration, Suite 490 Metro Square Building, 121 East Seventh Place, St. Paul, Minnesota, 55101, Telephone (612) 290-3240; or Tony Hughes, Project Manager, Minnesota Department of Transportation—District 3, P.O. Box

370, 3725 12th Street North, St. Cloud, MN 56303, Telephone (612) 255-2909.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation, will prepare an EIS on a proposal to improve TH 23 in Stearns County, Minnesota. The EIS will consider alternatives and impacts of reconstructing existing TH 23 between Richmond and I-94 for a distance of approximately 21 kilometers (13 miles). Improvements to the corridor are considered necessary to provide for existing and projected traffic demands. The alternatives to be studied in the Draft EIS as identified in the "Draft Scoping Decision Document" include:

- No Build.
- Utilize the existing TH 23 Corridor from the west end of Richmond, utilize an unused railroad corridor between County Road 163 in Richmond and County Road 158 near Cold Spring, utilize the existing TH 23 Corridor to the connection near I-94.
- Same as previously described alternative except this alternative includes the construction of a four-lane rural expressway on new alignment south and east of the City of Rockville. This segment of expressway would connect to existing TH 23 midway between Rockville and Cold Spring on the west and approximately midway between Rockville and I-94 on the east.
- Same as previously described alternative except the four-lane expressway on new alignment is shifted further south and east of the City of Rockville.

The "TH 23 Scoping Document and Draft Scoping Decision Document" was published July 12, 1996. Copies of the document are being distributed to agencies, interested persons, elected and appointed officials and libraries for review to aid in identifying issues and analyses to be contained in the EIS. The comment period for the "TH 23 Scoping Document and Draft Scoping Decision Document" extends through August 14, 1996. To afford an opportunity for all interested persons, agencies and groups to comment on the proposed action, a public scoping meeting will be held on August 8, 1996 to receive comments. A press release was published to inform citizens of the documents' availability.

Coordination has been initiated and will continue with appropriate Federal, State and local agencies, and private organizations and citizens who have previously expressed or are known to have an interest in this project. A series of public meetings will be held. Public notice will be given for the time and place of the meetings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistant Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: July 25, 1996.

Alan J. Friesen,
Engineering and Operations Engineer, Federal Highway Administration.

[FR Doc. 96-19621 Filed 8-1-96; 8:45 am]

BILLING CODE 4910-22-M

Surface Transportation Board¹

[STB Finance Docket No. 32951]

Cen-Tex Rail Link, Ltd.—Merger Exemption—South Orient Railroad Company, Ltd.

Cen-Tex Rail Link, Ltd. (Cen-Tex) has filed a notice of exemption to merge with South Orient Railroad Company, Ltd. (SORC). Cen-Tex and SORC are commonly controlled Class III rail carriers that own and operate rail property in Texas.² Under the Agreement and Plan of Merger, SORC will be merged with and into Cen-Tex, which will be the successor partnership. The name of the surviving partnership would be changed from Cen-Tex Rail Link, Ltd. to South Orient Railroad Company Ltd.³ The transaction was to be consummated on or after July 18, 1996.

Because the parties are members of the same corporate family, and the merger will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers operating outside the corporate family, the transaction qualifies for the class

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

² See *Joel T. Williams, III, Roy C. Coffee, Jr., Rafael Fernandez-MacGregor, and Bristol Investment Co., Inc.—Cen-Tex Rail Link, Ltd. and South Orient Railroad Company, Ltd.*, Finance Docket No. 32478 (ICC served Aug. 16, 1994).

³ Counsel has confirmed that Cen-Tex Rail Link, Ltd. has changed its name to South Orient Railroad Company, Ltd.