

(e) Utilities—The Coast Guard will 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.

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: November 27, 1996.

N. T. Saunders,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Operations.

[FR Doc. 96-30935 Filed 12-4-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Advisory Circular 25-20, Pressurization, Ventilation and Oxygen Systems Assessment for Subsonic Flight Including High Altitude Operation

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 25-20, Pressurization, Ventilation and Oxygen Systems Assessment for Subsonic Flight Including High Altitude Operation. This AC sets forth guidance on methods of compliance with the requirements of part 25 of the Federal Aviation Regulations (FAR) pertaining to pressurization, ventilation, and oxygen systems, especially as they pertain to high altitude subsonic flight. As with all AC material, it is not mandatory and does not constitute a regulation. The applicant may elect to follow alternate methods provided that these methods are also found by the FAA to be an acceptable means of complying with the requirements of part 25.

DATES: Advisory Circular 25-20 was issued by the Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100, on September 10, 1996.

HOW TO OBTAIN COPIES: A copy may be obtained by writing to the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse, SVC-121.23,3341Q 75th Ave., Landover, MD 20785, telephone 301-322-5377, or faxing your request to the warehouse at 301-386-5394.

Issued in Renton, Washington, on November 25, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 96-31001 Filed 12-4-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#97-03-C-00-EGE) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Eagle County Regional Airport, Submitted by the Eagle County Regional Airport, Eagle, CO

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 Eagle County Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before January 6, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Ave., Suite 224; Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jim Elwood, A.A.E., Airport Manager, at the following address: Eagle County Regional Airport, P.O. Box 850, Eagle, CO 81631.

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

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 26805 E. 68th Ave., Suite 224; Denver, CO 80249-6361. 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 (#09-03-00-EGE); to impose and use PFC revenue at Eagle County Regional Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 29, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Eagle County Regional Airport, Eagle, Colorado, 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 February 28, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3:00.

Proposed charge effective date: May 1, 1997.

Proposed charge expiration date: March 1, 2012.

Total requested for use approval: \$8,132,130.00.

Brief description of proposed project: New terminal building.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

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 Eagle County Regional Airport.

Issued in Renton, Washington on November 29, 1996.

Dennis G. Ossenkop,

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

[FR Doc. 96-31004 Filed 12-4-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at McGhee Tyson Airport, Knoxville, TN

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 use the revenue from a PFC at McGhee Tyson Airport Knoxville, Tennessee, 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).