

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at El Paso International Airport, El Paso, Texas**

**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 El Paso International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before August 23, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to William B. Rank, II, Director of Aviation, El Paso International at the following address: William B. Ranking, II, Director of Aviation, City of El Paso, Two Civic Center Plaza, El Paso, Texas 79901.

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

**FOR FURTHER INFORMATION CONTACT:** Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 El Paso International 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 July 3, 1996, the FAA determined that the application to impose and use

the revenue from a PFC submitted by the 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 October 30, 1996.

The following is a brief overview of the application.

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

*Proposed charge effective date:*

January 1, 1997.

*Proposed charge expiration date:* May 31, 2004.

*Total estimated PFC revenue:*

\$40,271,000.00.

*PFC application number:* 96-01-C-00-ELP.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

Terminal Renovation Project, Reconstruct Runway 4-22 (Center 75 Feet), Terminal Ramp Reconstruction, and Airfield Pavement Evaluation Study.

Project To Impose PFC's

Construct Runway 4-22 Extension. Proposed class or classes of air carriers to be exempted from collecting PFC's: Air Taxi/Commercial operators.

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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

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

Issued in Fort Worth, Texas on July 3, 1996.

Naomi L. Saunders,  
*Manager, Airports Division.*

[FR Doc. 96-18825 Filed 7-23-96; 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 Tulsa International Airport, Tulsa, Oklahoma**

**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 Tulsa International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before August 23 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Brent A. Kitchen, Director of Tulsa International Airport at the following address: Brent A. Kitchen, Airports Director, Tulsa International Airport, PO Box 581838, Tulsa, OK 74158-1838.

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

**FOR FURTHER INFORMATION CONTACT:** Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 Tulsa International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 5, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the 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 October 31, 1996.

The following is a brief overview of the application.

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

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

*Proposed charge expiration date:* July 31, 1999.

*Total estimated PFC revenue:*  
\$12,206,000.00.

*PFC application number:* 96-03C-00-TUL.

Brief description of proposed project(s).

Projects To Impose and Use PFC's

Stormwater drainage, sewer, and public access/perimeter roadway improvements;

Taxiway Juliet rehabilitation and airfield SMGCS lighting; and

Terminal building HVAC, sewer, and electrical service improvements.

Proposed class or classes of air carriers to be exempt from collecting 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, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

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

Issued in Fort Worth, Texas on July 5, 1996.

Naomi L. Saunders,

*Manager, Airports Division.*

[FR Doc. 96-18826 Filed 7-23-96; 8:45 am]

**BILLING CODE 4910-13-M**

## Federal Highway Administration

### Environmental Impact Statement; St. Johns County, Florida

**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 a proposed highway project in St Johns County, Florida concerning the Bridge of Lions.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark Bartlett, Supervisory Transportation Engineer, Federal Highway Administration, 227 N. Bronough Street, Room 2015, Tallahassee, Florida 32301-2015, Telephone: (904) 942-9598.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Florida Department of Transportation and the

United States Coast Guard will prepare an EIS for a proposal to rehabilitate or replace the Bridge of Lions crosses the Matanzas River (Atlantic Intracoastal Waterway) and connects the City of St Augustine with Anastasia Island. The structure exhibits severe deterioration and does not meet current load capacity standards. The proposed project is considered necessary to maintain this important river crossing. The existing Bridge of Lions is listed on the National Register of Historic Places and the western bridge abutment is adjacent to the St Augustine Historic District, a National Historic Landmark. The existing bridge does not meet the current U.S. Coast Guard Guide Clearances for marine navigation along the Intracoastal Waterway.

Alternatives under consideration include: (1) taking no action; (2) rehabilitating the existing bridge; (3) replacing the existing bridge.

Coordination and informal scoping with appropriate Federal, State, and local agencies and private citizens who have expressed interest in this proposal has been undertaken and will continue. A series of public meetings have been held and additional meetings are planned for the future in St Johns County. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be made available for public and agency review and comment.

To ensure that the full range of issues related to the 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 Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: July 3, 1996.

Robert M. Callan,

*Acting Division Administrator, Tallahassee, Florida.*

[FR Doc. 96-18250 Filed 7-23-96; 8:45 am]

**BILLING CODE 4910-22-M**

## National Highway Traffic Safety Administration

[Docket No. 96-079; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1994 Volvo 960 Sedan and Wagon Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1994 Volvo 960 Sedan and Wagon passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1994 Volvo 960 sedans and wagons that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is August 23, 1996.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm.]

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all