

ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jeffrey P. Fegan, Executive Director, Dallas/Fort Worth International Airport at the following address: Mr. Jeffrey P. Fegan, Executive Director, Dallas/Fort Worth International Airport, P.O. Drawer 619428, DFW Airport, Texas 75261-9428.

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 an use the revenue from a PFC at Dallas/Fort Worth 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 of the Federal Aviation Regulations (14 CFR Part 158).

On July 16, 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 November 7, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1997.

Proposed charge expiration date: April 30, 1998.

Total estimated PFC revenue: \$96,830,051.00.

PFC application number: 96-02-C-00-DFW.

Brief description of proposed projects:

Projects To Impose and Use PFC's

- (1) Reimburse cost of previously implemented eligible work;
- (2) Airport development plan update;
- (3) Environmental review for Runway 17C extension and associated development and Runway 18R and 18L extensions and associated work; and
- (4) Southeast hold pad and associated development.

Projects To Impose PFC's

- (5) Runway 17C extension and associated development; and
- (6) Runway 18R and 18L extensions and associated development.

Proposed class or classes of air carriers to be exempted from collecting PFC's:

All Air Taxi/Commercial Operators operating under a certificate authorizing transport of passengers for hire under FAR Part 135 that file Federal Aviation Administration (FAA) Form 1800-31.

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 Boulevard, 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 Dallas/Fort Worth International Airport.

Issued in Fort Worth, Texas on July 16, 1996.

Edward N. Agnew,

Acting Manager, Airports Division.

[FR Doc. 96-19359 Filed 7-30-96; 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 the Huntsville International Airport, Huntsville, Alabama

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 the Huntsville 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).

DATES: Comments must be received by August 30, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA/Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Luther H. Roberts, Jr., Director of Finance/Administration, Huntsville-Madison County Airport Authority, at the following address: 1000 Glenn Hearn Blvd, Box 20008, Huntsville, AL 35824.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Huntsville-Madison County Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Elton E. Jay, Principal Engineer, FAA Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306, telephone number 601-965-4628. 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 the Huntsville 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 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Huntsville-Madison County Airport Authority 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 November 13, 1996.

The following is a brief overview of the application.

PFC Application Number: 96-06-C-00-HSV.

Level of the proposed PFC: \$3.00.

Actual charge effective date: June 1, 1992.

Estimated charge expiration date: August 31, 2015.

Total estimated net PFC revenue: \$27,481,797.

Estimated PFC revenues to be used on projects in this application: \$7,396,130.

Brief description of proposed project(s): Acquire ARFF truck, 800 MHZ communication system, new police vehicle, and ARFF personnel equipment; SIDA reduction; air carrier apron rehab phase II; air cargo apron rehabilitation; land acquisition (433.44 acres).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators, certified air carriers, and certified route air carriers having fewer than 500 annual operations.

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 office of the Huntsville-Madison County Airport Authority.

Issued in Jackson, Mississippi on July 23, 1996.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 96-19360 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-13-M

Maritime Administration

[Docket S-939]

Lykes Bros. Steamship Co., Inc.; Notice of Application for a Waiver of Section 804(a) of the Merchant Marine Act, 1936, as Amended, to Participate in a Space Charter and Sailing Agreement With Foreign-Flag Operators

Lykes Bros. Steamship Co., Inc. (Lykes) by application dated July 11, 1996, requests a waiver of the provisions of Section 804 of the Merchant Marine Act, 1936, as amended (Act), through December 31, 1997, the expiration of its operating-differential subsidy (O.D.S.) contract MA/MSB-451, to permit it to participate in a space charter and sailing agreement with Transportacion Maritima Mexicana, S.A. de C.V. (TMM), and Contship Containerlines Ltd. (Contship) to serve primarily the foreign commerce of the United States.

The purpose of the Agreement is to improve the productivity and operating efficiency of the parties' vessels and equipment and to provide efficient, reliable and stable liner shipping services through space chartering and coordination of sailings. The Agreement does not authorize the parties to fix rates.

The Agreement covers the trade between ports on the Atlantic Coast of Florida and U.S. Gulf Coast, and ports in Spain, Italy, and France and between ports on the Atlantic Coast of Florida and the U.S. Gulf Coast and ports on the Gulf Coast of Mexico.

Assuming approval of the Agreement by the Maritime Administration and the Federal Maritime Commission, Lykes three subsidized Pacesetter Class vessels—HOWELL LYKES, THOMPSON LYKES, and JEAN LYKES—will serve the Mediterranean trade from U.S. Atlantic ports North of Florida. Lykes

will initially charter space on TMM and Contship vessels providing service between Mexican, U.S. Gulf and Florida ports and Mediterranean ports in Spain, Italy and France. The vessels are scheduled to call at ports including but not limited to: Houston, Altamira, Veracruz, New Orleans, Mobile, Miami, Valencia, Barcelona, La Spezia, and Gioia Tauro.

According to Lykes, the Contship and TMM vessels that serve the above trades and any Lykes vessels that might ultimately serve those trades will not compete "with any American-flag service determined by the secretary to be essential as provided in Section 211 of this Act" as that term is used in Section 604(a) of the Act.

Lykes points out that Sea-Land does not provide an all U.S.-flag direct service to the Mediterranean from Mexican, U.S. Gulf or Florida ports. Farrell Lines, Inc.'s (Farrell) Mediterranean service does not include U.S. Gulf, Mexican or Florida ports. Waterman Steamship Co. (Waterman) only serves Mediterranean ports in Egypt from the U.S. Gulf. Because the parties to the proposed Space Charter and Sailing Agreement will provide direct service to the Western Mediterranean ports in Spain, Italy, and France, Lykes believes that the parties to this Agreement will not compete with any American-flag service determined to be essential by the Secretary.

In Lykes' view, there are ample good cause and special circumstances to support the granting of this application. The opportunity this proposed agreement offers to rationalize schedules will permit operational savings to be realized and lend considerable flexibility to Lykes' schedules through the use of space on Contship and TMM vessels. The agreement will enable Lykes to offer shippers broader, more responsive service without any additional capital outlays. Lykes contends that its presence on the proposed routes is essential to the preservation of its customer base which relies on Lykes to provide a sufficiently broad array of services to satisfy their multitrade transportation needs. It will also assist Lykes in maintaining its experienced management. The additional revenue that the agreement will permit Lykes to earn will also spread overhead costs currently being borne by a limited number of Lykes U.S.-flag vessels, over an additional number of vessels.

Lykes notes that the scrapping of its older U.S.-flag vessels has accelerated and there is no program in place for the construction of replacement tonnage in the United States. Moreover, satisfactory

existing U.S.-flag vessels are also not available to serve the contemplated services. Consequently, Lykes maintains that the proposed Agreement will not affect U.S. seafaring jobs. Since Lykes' O.S. contract expires in approximately seventeen (17) months, Lykes concludes that approval of this Agreement is critical if it is to gradually position itself as a viable mixed U.S.-flag, foreign-flag operation capable of operating independent of subsidy.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5:00 p.m. on August 2, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies)).

By Order of the Maritime Administrator.

Dated: July 24, 1996.

Edmund T. Sommer, Jr.,

Acting Secretary.

[FR Doc. 96-19363 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-81-P

Corrected Notice of Change of Name of Approved Trustee

This corrects Notice appearing at 61 FR 29445 (June 10, 1996).

Notice is hereby given that effective December 1, 1995, approved Trustee, Shawmut Bank Connecticut N.A., with offices at 777 Main Street, Hartford, Connecticut 06115, changed its name to Fleet National Bank of Connecticut. Further, effective April 1, 1996, Fleet National Bank of Connecticut changed its name to Fleet National Bank.

Dated: July 24, 1996.

By Order of the Maritime Administrator.

Edmund T. Sommer, Jr.,

Acting Secretary.

[FR Doc. 96-19364 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-81-P