

provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150. The existing noise compatibility program was approved May 10, 1990. The proposed revision to the noise compatibility program will be approved or disapproved on or before February 18, 1997.

EFFECTIVE DATE: The effective date of the FAA's review of the revision to the noise compatibility program is August 22, 1996. The public comment period ends October 21, 1996.

FOR FURTHER INFORMATION CONTACT: Cynthia K. Wills, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; 901-544-3495. Comments on the proposed revision to the noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed revision to the noise compatibility program for Blue Grass Airport which will be approved or disapproved on or before February 18, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposed for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the proposed revision to the noise compatibility program for Blue Grass Airport, effective August 22, 1996. It was requested that the FAA review this material and that the noise mitigation measure proposed by the airport be approved as a revision to the noise compatibility program under Section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review, limited by law to a maximum of 180 days will be completed on or before February 18, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety,

create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise compatibility program, and the proposed revisions to the noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 621, Washington, D.C. 20591
Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131
Administrative Office, Lexington-Fayette Urban County Airport Board, Blue Grass Airport, 4000 Versailles Road, Lexington, Kentucky 40510

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis, Tennessee, August 22, 1996.

Wayne R. Miles,

Assistant Manager, Memphis Airports District Office.

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Intent To Prepare an Environmental Impact Statement and Conduct a Scoping Meeting for General Mitchell International Airport, Milwaukee, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advertise to the public that an Environmental Impact Statement (EIS) is planned to be prepared and considered for the proposed extension of Runway 7L/25R by 700 feet; the implementation of approved FAR Part 150 Noise Abatement Measures NA-4 and NA-5; modifying departure procedures for aircraft departing Runway 19R in lieu of disapproved FAR Part 150 Noise Abatement Measure NA-7; for updating the airport's Noise Exposure Maps (NEM's); and for evaluating other cumulative or connected actions at the General Mitchell International Airport (MKE),

Milwaukee Wisconsin. The FAA plans to hold scoping meetings to obtain input from Federal, State, and local agencies and the general public regarding the EIS. If it is determined during the course of the study that the environmental impacts are not significant, FAA will terminate the EIS process, complete the study as an Environmental Assessment (EA) and issue a Finding of No Significant Impact (FONSI).

FOR FURTHER INFORMATION CONTACT: Mr. Daniel J. Millenacker, Program Manager, Federal Aviation Administration, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota, 55450. Phone: (612) 725-4221.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA, in cooperation with the Wisconsin Department of Transportation and Milwaukee County, Wisconsin, will prepare an EIS for a proposed project to lengthen general aviation Runway 7L/25R by 700 feet at the General Mitchell International Airport (MKE) for a total length of 4,800 feet for use by general aviation type aircraft. The existing runway (4,100 feet) accommodates most general aviation aircraft currently using the airport, but the Airport Master Plan Update (MPU) and Airport Layout Plan (ALP), approved October 20, 1994, indicates that the runway extension would allow Runway 7L/25R to accommodate additional aircraft such as light commuter turboprops and light business jets. This will help concentrate general aviation operations in the northern portion of the airport, and allow Runways 1L/19R and 7R/25L additional capacity to better accommodate the existing and forecast air carrier and commuter aircraft operations on these runways during VFR conditions. The proposed project would entail construction activity on airport property (i.e., site preparation, drainage, paving, marking, lighting, and other associated work required for the runway extension). The extended runway is planned as a visual approach runway (Visual) with Medium Intensity Runway Lighting (MIRL) and 20:1 approach slopes on both the 7L and 25R runway ends.

The EIS will include evaluation of two approved FAR Part 150 Noise Abatement Measures, NA-4 and NA-5, as specified in MKE's Noise Compatibility Program Record of Approval dated March 22, 1995, and an evaluation of a modified departure procedure for aircraft departing Runway 19R in lieu of disapproved FAR Part 150 Noise Abatement Measure NA-7. Specifically, Noise Abatement Measure

NA-4 will "require south and eastbound turbojet and turbofan aircraft departing from Runway 25L to turn left as soon as safe and practicable". A generally compatible corridor extends south off the west end of Runway 7R/25L between the interstate and the railroad tracks. By directing south and eastbound departures from Runway 25L to make a quick left turn, aircraft should overfly this compatible corridor, thereby avoiding the residential neighborhoods further west. Noise Abatement Measure NA-5 "requires turbojet and turbofan aircraft departing from Runway 7R to hold runway heading through 4 nautical miles from the Distance Measuring Equipment (DME) co-located with the Runway 25L localizer". This procedure is estimated to reduce slightly the population in Cudahy impacted by noise above DNL 65 dBA. Concentration of departures along the runway centerline would reduce single event noise over much of Cudahy without significantly increasing the DNL noise contours along the extended runway centerline. The objective of the modified departure procedure for aircraft departing Runway 19R is to preclude early departure turns to the southeast from Runway 19R, thereby avoiding the heavily populated areas southeast of the airport. The EIS will also prepare updated Noise Exposure Maps (NEM's) for MKE in accordance with the provisions of Federal Aviation Regulations (FAR) Part 150, and also evaluate other cumulative or connected actions.

The EIS will evaluate a No-Action alternative, the proposed actions, and other reasonable alternatives that may be identified during the agency and public scoping meetings. The EIS will determine any noise impacts associated with the operation of the proposed runway, and the implementation of the noise abatement measures. In addition to noise impacts, the EIS will determine any impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes and coastal zone management.

PUBLIC SCOPING: To ensure that the full range of issues related to the proposed projects are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. In order to facilitate public contribution at the scoping meeting, a pre-scoping package is being sent to all known interested parties. Copies may be obtained from the FAA informational contact listed above.

Two scoping meetings are scheduled for Thursday, October 10, 1996. The first meeting will start at 12:30 p.m. for the convenience of Federal, State and local agencies. It will start with a brief presentation describing the Scoping and EIS process, and the proposed project and schedule. Following the meeting, a driving tour of the affected portions of the airport property will be offered to interested individuals. The agency meeting will be held in the East and Center Mitchell Rooms at the Best Western Midway Hotel, located at 5105 South Howell Avenue, Milwaukee, Wisconsin. The second meeting, for the convenience of the general public, will be held on the same date, at the same location, from 4:30 p.m. to 7:30 p.m. This will be an informal meeting where participants will be able to view project related presentation boards and speak directly with FAA, WisDOT and Airport staff.

Written comments and suggestions on the scope may be mailed to the informational contact listed above no later than October 24, 1996.

Issued in Minneapolis, Minnesota, August 21, 1996.

Franklin D. Benson,

Manager, Minneapolis Airports District Office, FAA Great Lakes Region.

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Federal Highway Administration

Environmental Impact Statement: Rockland County, NY

AGENCY: Federal Highway Administration (FHWA), New York State Department of Transportation (NYSDOT), New York State Thruway Authority/Canal Corporation (NYSTA).

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for the proposed construction of landside facilities in Rockland County to support a Rockland County to Manhattan ferry service.

FOR FURTHER INFORMATION CONTACT: Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th floor, Clinton Avenue and North Pearl Street, Albany, New York, 12207, Telephone (518) 472-4126, or Phillip J. Clark, Director, Design Division, New York State Department of Transportation, W. Averell Harriman State Office Building Campus, 1220 Washington Avenue, Building 5, Albany, New York, 12232,

Telephone (518) 457-6452, or Keith E. Giles, Director/Chief Engineer, New York State Canal Corporation, P.O. Box 189, Albany, New York, 12201-0189, Telephone (518) 436-3055.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with NYSDOT and NYSTA will prepare an Environmental Impact Statement (EIS) and a 4(f) statement related to the use of park lands, if necessary, on a proposal to construct landside facilities to support a high speed ferry service between Rockland County and Manhattan. The purpose of this project is to help alleviate traffic congestion on the Tappan Zee Bridge by providing an alternate form of transportation for commuters. The project may involve the construction of some type of parking facility to accommodate approximately 500 cars; docking facilities; a terminal building; and pedestrian and vehicular access.

Alternatives under consideration include:

1. Rockland Lake State Park to Manhattan
2. Village of Nyack to Manhattan
3. Rockland Lake State Park/Village of Nyack Combination to Manhattan
4. No Ferry, No Build

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. It is anticipated that public information meetings will be held in the affected communities. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearings. A formal NEPA scoping meeting will be held at Nyack High School on September 30, 1996 at 7:30 PM.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues defined, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSTA, NYSDOT or FHWA at the addresses 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: August 21, 1996.

Robert Arnold,

District Engineer, Federal Highway Administration.

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