

impacts of construction and operation of a proposed LDA at the Santa Monica Municipal Airport, Santa Monica, CA.

The FAA is the lead agency and will assess the potential environmental impacts of the proposed LDA and alternatives. In conducting the planning process the FAA will involve the public and other agencies, as appropriate.

DATES: Written comments on the scope of the EIS will be accepted at the address below until May 1, 1995.

ADDRESSES: Written comments on this E.I.S. may be sent to the FAA at the following address:

Mail Address: Federal Aviation Administration, Western-Pacific Region, AWP-452.21, P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007.

Special Deliveries: Federal Aviation Administration, Western-Pacific Region, AWP-452.21, 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT: Mr. Edward Duarte, Federal Aviation Administration, (310) 297-0157.

SUPPLEMENTARY INFORMATION: The January 17, 1994 Northridge, CA earthquake caused extensive damage to the then existing Localizer-Type Directional Aid (LDA) platform, resulting in the LDA being taken out of service and the platform being dismantled. A replacement for the instrument landing aid utilizing the existing equipment is proposed in the vicinity of the original LDA location.

One of the goals of the FAA is to install Instrument Landing Systems (ILSs) which have the ability to provide guidance to pilots of properly equipped aircraft, to enhance landing under conditions of reduced ceilings and lower visibility. In order to do this, ILSs must be appropriately located based on FAA criteria. The LDA meets these criteria and is compatible with the Airport Master Plan and the January 31, 1984 Santa Monica Airport Agreement between the City of Santa Monica and the FAA.

The EIS will include a discussion of the proposed acting and alternatives, affected environment, potential impacts or consequences of the proposed action, and potential mitigation measures.

Alternatives

In addition to the proposed action, the following alternatives may be considered in the E.I.S.: (1) Global positioning satellite (GPS) instrument approach procedure, (2) microwave landing system (MLS) and (3) the no action alternative under which the LDA would not be built.

Public Scoping Meetings

To insure the widest possible scope of public concerns and issues, the FAA solicits comments for consideration and possible inclusion in the Draft E.I.S. All interested persons are invited to attend scoping meetings to be announced in the local media.

Issued in Hawthorne, California on January 27, 1995.

Donald Tom,

Manager, Airway Facilities Division, AWP-400, Western-Pacific Region.

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BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Sauk County, Wisconsin

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 improvement of USH 12 between Lake Delton and Sauk City in Sauk County, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Mr. Richard C. Madrzak, Statewide Projects Engineer, Federal Highway Administration, 4502 Vernon Boulevard, Madison, Wisconsin 53705-4905. Telephone (608) 264-5968.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to improve US Highway 12 (USH 12) from Interstate 90/94 at Lake Delton South through West Baraboo to the existing divided roadway south of Ski Hi Road, a distance of 19.3 km (12 mi).

The improvement of USH 12, which is essentially a two-lane rural highway, is considered necessary to provide capacity for existing and projected traffic demand and to reduce the high collision rate.

Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the need, location, and environmental impacts of alternatives within the I 90/94—Ski Hi Road Section including (1) *No-Build*—This alternative assumes the continued use of existing facilities with the maintenance necessary to ensure their use; (2) *Upgrade the Existing Facility*—this alternative would improve the traffic handling capability and safety by

reconstruction of the existing route; (3) *New Alignment*—this alternative would provide for the construction of a four-lane divided expressway on new location.

Information 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, or are known to have interest in this proposal. A series of public meetings will be held in the project corridor throughout the data gathering and development of alternatives. 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 available for public and agency review and comment prior to the hearing. As part of the scoping process, coordination activities have begun. Scoping meetings will continue to be held on an individual or group meeting basis. Agency coordination will be accomplished during these meetings.

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

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 112372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued January 27, 1995.

Richard C. Madrzak,

Statewide Projects Engineer, Madison, Wisconsin.

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Maritime Administration

Notice of Merger of Approved Trustee

Notice is hereby given that all of the right, title and interest of First City, Texas-Beaumont, National Association, Beaumont, Texas, was transferred and assigned to New First City Texas-Beaumont, Beaumont, Texas, on October 30, 1992. New First City Texas-Beaumont, merged with and into Texas Commerce Bank-Beaumont, National Association, effective February 13, 1993. Texas Commerce Bank-Beaumont, National Association merged with and into Texas Commerce Bank, National Association, P. O. Box 2558, Houston,