comment on the application to impose and use the revenue from a PFC at Chisholm-Hibbing 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 November 8, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Chisholm-Hibbing Airport Authority 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, 1996.

The following is a brief overview of the application.

PFC Application Number: 96–01–C–00–HIB.

Level of the proposed PFC: $3.00.

Proposed charge effective date: June 1, 1996.

Proposed charge expiration date: October 1, 2004.

Total estimated PFC revenue: $340,667.

Brief description of proposed project(s):

1. Reimbursement for 1991 Parallel Taxiway and Pavement Rehabilitation.
2. Reimbursement for the 1993 Airfield Signs and Drainage Improvements.
3. Reimbursement for 1994 Airport Drainage, Perimeter Fence, Airport Layout Plan (ALP) Update and Pavement Rehabilitation.
4. Fencing.
5. Passenger Facility Charge (PFC) Application administration costs.
6. Drainage Improvements.
7. Passenger Terminal Building Remodeling.
8. Environmental Assessment (EA) for Runway 13 Medium Intensity Runway Lighting System with Runway Alignment Indictor Lights (MALSR).
9. Replace high speed snow plow and carrier unit.
10. Entrance Road and Parking Lot Reconfiguration and Pavement Rehabilitation.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO).

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 Chisholm-Hibbing Airport Authority office.

Issued in Des Plaines, Ill. on November 20, 1995.

Benito De Leon,

Manager, Airports Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95–28993 Filed 11–27–95; 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 Rochester International Airport, Rochester, Minnesota

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 Rochester 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 December 28, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Steven W. Leqve, Airport Manager of the City of Rochester, Rochester, MN at the following address: Helgerson Drive Southwest, Rochester, MN 55902.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Rochester under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Sandra Depottey, Program Manager, Airport District Office, 6020 28th Avenue South Room 102, Minneapolis, MN 55450, (612) 725–4359. 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 Rochester 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 November 9, 1995 the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Rochester 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 February 10, 1996.

The following is a brief overview of the application.

PFC Application Number: 96–01–C–00–RST.

Level of the proposed PFC: $3.00.

Proposed charge effective date: May 1, 1996.

Proposed charge expiration date: April 1, 1999.

Total estimated PFC revenue: $1,160,582.

Brief description of proposed project(s):

Projects to Impose and Use

Reconstruct Runway 13/31, Reconstruct Taxiway A, D, E & F, Reconstruct NW Apron, Acquire Airport Snow Removal Vehicles (plow & grader), Install Airport Security access system, Install signs, replace beacon and Install electrical regulator, Reconstruct portion of Taxiway A, Conduct Part 150 Noise study, Update Master Plan, Modify cooling system in terminal building, Conduct environmental assessment for extension of Runway 2/ 20, Reconstruct Taxiways B, G, H, and J, Acquire Snow removal Equipment (blower and broom), PFC Administration.

Impose-Only Project

Acquire land for Runway 2/20 extension Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 Air Taxi.

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 City of Rochester.

Issued in Des Plaines, Illinois on November 20, 1995.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95–28992 Filed 11–27–95; 8:45 am]

BILLING CODE 4910–13–M

Federal Highway Administration

Environmental Impact Statement: City of Lincoln, NE

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 will be prepared for a proposed beltway project on the south and east fringes of the City of Lincoln, Nebraska.

FOR FURTHER INFORMATION CONTACT: Mr. Philip E. Barnes, Operations Engineer, Federal Highway Administration, Federal Building, Room 220, 100 Centennial Mall North, Lincoln, Nebraska 68508, Telephone: (402) 437–5521. Mr. Arthur Yonkey, Project Development Engineer, Nebraska Department of Roads, P.O. Box 94759, Lincoln, Nebraska 68509, Telephone: (402) 479–4795. Mr. Richard Erixson, Director of Public Works, City of Lincoln, 555 South 10th Street, Lincoln, Nebraska 68508, Telephone: (402) 441–7566.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration, in cooperation with the Nebraska Department of Roads and the City of Lincoln, Nebraska, is preparing a major investment study (MIS) and environmental impact statement (EIS) for the South and East Beltways around Lincoln. The primary goal of the study work is to determine the need and feasibility of a new transportation corridor on the south and east fringes of Lincoln, and the ultimate preservation of such corridors. The project will encompass two project corridors. The general limits for the South Corridor are: from Yankee Hill Road on the north to 0.8 km (0.5 mi) south of Saltillo Road on the south, and from US 77 on the west to Nebraska Highway 2 on the east. The general limits for the East Corridor are: from 96th Street on the west to 148th Street on the east, and from I–80 on the north to Nebraska Highway 2 on the south. The approximate length of the total study area is 27.4 km (17mi).

The principle alternatives will include (1) taking no action, (2) building local arterial roads on section lines, and (3) plans for an eventual bypass. Other alternatives under consideration include intermodal and multi-use options, alternative design and enhancement features, alternative alignments, and phasing.

The general design concept for the proposed South and East Beltways envisions a multi-lane freeway or expressway-type facility with consideration to such design features as depressed center median, paved shoulders, full control of access, fence along the right-of-way, bridges at creek crossings, two-span bridges over the beltways, few if any at-grade intersections, and 62 to 75 m (203–246 ft) typical right-of-way widths. Greater right-of-way widths could be proposed for buffer areas or joint use corridor uses. At a minimum, interchanges would connect the South and East Beltways to US 77, Nebraska Highway 2, US 34 and I–80.

Several public information meetings will be held. A Draft EIS will be prepared and a public hearing will be held. Public notice will be given of the meetings and hearing.

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

(Catalog of Federal Domestic Assistance Project Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Philip E. Barnes,

Operations Engineer, Nebraska Division, Federal Highway Administration, Lincoln, Nebraska

[FR Doc. 95–28675 Filed 11–27–95; 8:45 am]

BILLING CODE 4910–22–M

Maritime Administration

[Docket S–927]

Aquarius Marine Co. and Atlas Marine Co.; Application for Payment of Unused Operating-Differential Subsidy

Notice is hereby given that Aquarius Marine Company (Aquarius) and Atlas Marine Company (Atlas), contractors under Operating-Differential Subsidy Agreements, Contracts MA/MSB–309 and MA/MSB–274, respectively, request the Maritime Subsidy Board to extend the term of these contracts by four years each, to expire October 15, 1999, and December 30, 2000, subject to the restriction that subsidy will not be paid for more than 1,188 voyage days (about 3.25 years) of operations in subsidized service during the additional term, under whichever of the two contracts such operations may take place. In the alternative, Aquarius and Atlas requests a new four year operating-differential subsidy contract covering the operations of the CHARLESTON.

Aquarius and Atlas (applicants) advise that subsidized operations under Contract MA/MSB–309 terminated October 15, 1995, and subsidized operations under Contract MA/MSB–274 will terminate December 29, 1996. The applicants state that the vessels under these contracts were the AMERICAN HERITAGE, GOLDEN MONARCH, and CHARLESTON, under a subsidy-sharing arrangement stipulated in Addendums 84 and 85 of the respective contracts. Effective January 12, 1993, these addenda amended the contracts by adding to Article I–3(a) the CHARLESTON as a vessel eligible for subsidy under the terms of the two contracts and permitted to be substituted in the subsidized service for Aquarius's GOLDEN MONARCH and Atlas' AMERICAN HERITAGE, subject to the condition that the annual amount of subsidy accrued for all three vessels operating under the two contracts could not exceed two ship-years of subsidized operations annually.

The applicants advise that the AMERICAN HERITAGE entered subsidized service on or about December 30, 1976; the GOLDEN MONARCH on or about October 15, 1975; and the CHARLESTON on or about January 12, 1993. The AMERICAN HERITAGE was withdrawn, sold, and scrapped in or about November 1994. The GOLDEN MONARCH was withdrawn, sold, and transferred to foreign registry in or about June 1995. The CHARLESTON continues in subsidized service.

The applicants advise that the AMERICAN HERITAGE performed no subsidized service after June 5, 1993, and the GOLDEN MONARCH operated sometimes in and sometimes out of subsidized service after October 25, 1992. As a result, these two vessels will have accumulated more than 2,500 voyage days of ''unused subsidy''—that is to say, voyage days during which they had a contractual right to earn subsidies but refrained from doing so—from those dates to the end of the terms of the respective contracts. The applicants advise that allowing for the absorption of 1,370 of these unused days by subsidized operations of the CHARLESTON, there will remain 1,188 unused days of entitlement to subsidy. They are proposing that the contracts be extended to enable them to absorb these 1,188 days by continuing the subsidized operation of the CHARLESTON. This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or