

The number assigned to this disaster for physical damage is 284205 and for economic injury the number is 878600 in the State of Idaho and for the State of Washington the number is 284305 for physical damage and for economic injury the number is 878700.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: March. 5, 1996.

Philip Lader,
Administrator.

[FR Doc. 96-5847 Filed 3-11-96; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF STATE

[Public Notice 2306]

Bureau of Political-Military Affairs; Foreign Assistance Act; Determinations

AGENCY: Department of State.

ACTION: Determination under the FREEDOM Support Act.

Pursuant to Section 654(c) of the Foreign Assistance Act of 1961, as amended, notice hereby is given that the Secretary of State has made a determination pursuant to Section 498A of the Foreign Assistance Act of 1961, as amended, and has concluded that publication of the determination would be harmful to the national security of the United States.

Editorial Note: This document received at the Office of the Federal Register, Washington, DC, on March 7, 1996.

Dated: August 7, 1995.

Thomas E. McNamara,
Assistant Secretary of State for Political-
Military Affairs.

[FR Doc. 96-5860 Filed 3-11-96; 8:45 am]

BILLING CODE 4710-25-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement; Palm Beach International Airport, West Palm Beach, Florida

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 9L-27R to 10,000' at Palm Beach International Airport. It is

proposed to displace the landing thresholds of the improved runway to their current physical locations. The FAA plans to hold a scoping meeting to obtain input from the 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. Bart Vernace, Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA, in cooperation with Palm Beach County, Florida, will prepare an EIS for a proposed project to lengthen Runway 9L-27R at the Palm Beach International Airport (PBI) to 10,000' x 150' for air carrier aircraft use. The existing runway (7,989') accommodates all aircraft currently using the airport, but the Airport Layout Plan (ALP) approved December 28, 1995, indicates that a runway extension is needed to allow the existing fleet to serve longer stage domestic markets and international markets (Europe). The proposed extension will be 1,200' to the west and 811' to the east. It is proposed to displace the landing thresholds of the improved runway to their current physical locations.

Extension of the existing parallel and connecting taxiways is also proposed. The proposed project would entail construction activity on airport property (i.e., site preparation, drainage, paving, marking, lighting, fencing, NAVAIDS, obstruction clearing, environmental mitigation), and other associated work required for the runway extension). Some additional property interests may be required for runway protection zones and/or NAVAID relocations.

The extended runway is planned as a precision instrument runway (PIR) with a CAT I approach to Runway 9L and a CAT I approach to Runway 27R. The runway will have approach slopes of 50:1 to Runway 9L and 50:1 to Runway 27R with a primary surface width of 1,000 feet.

The EIS will include evaluation of a no-build alternative and other reasonable alternatives that may be identified during the public scoping meeting. The proposed runway extension would provide sufficient airfield capacity and versatility at PBI to accommodate expected aircraft demand

through the year 2015. The increased runway length provided by the proposed project would result in aircraft operations with longer non-stop stage lengths to domestic and international markets.

The fleet mix of aircraft at PBI could change with the proposed runway extension. The airport will be more desirable to the airlines for the more frequent operation of aircraft such as the Boeing 747 and 767 because of the greater departure stage lengths possible with the longer runway. The EIS will determine any noise impacts associated with the operation of the proposed runway. Recently approved noise studies at PBI have indicated that the proposed development will have the effect of reducing cumulative noise levels in noise sensitive areas. This is anticipated to occur because the extended runway will enable departing aircraft to be higher, and quieter, over sensitive areas when compared to the present conditions. The displaced landing thresholds proposed to be implemented with the extended runway will result in aircraft arrivals occurring at the same altitudes and noise levels as the present condition. 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 project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. A public scoping meeting to identify significant issues will be held in West Palm Beach, Florida. For this meeting we are inviting the public as well as the local, State and Federal agencies.

Written comments may be mailed to the Informational contact listed above within 30 days from publication of this Notice.

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

Issued in Orlando, Florida, March 5, 1996.
Charles E. Blair,
Manager, Orlando Airports District Office.
[FR Doc. 96-5831 Filed 3-11-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In February 1996, there were eight applications approved. Additionally, four approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Kent County Department of Aeronautics, Grand Rapids, Michigan.

Application Number: 95-02-U-00-GRR.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total Net PFC Revenue: \$94,359,802.

Charge Effective Date: December 1, 1992.

Estimated Charge Expiration Date: July 1, 2019.

Class of Air Carriers Not Required To Collect PFC's: No change from previous approval.

Brief Description of Project Approved for Use: Airfield project—construct runway 17/35 and related facilities.

Decision Date: February 2, 1996.

FOR FURTHER INFORMATION CONTACT:

Jack D. Roemer, Detroit Airports Districts Office, (313) 487-7282.

Public Agency: Jacksonville Port Authority, Jacksonville, Florida.

Application Number: 96-02-C-00-JAX.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$18,135,750.

Estimated Charge Effective Date: July 1, 1997.

Estimated Charge Expiration Date: July 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Jacksonville International Airport (JAX).

Brief Description of Projects Approved for Use at JAX:

Runway 25 glide slope/medium intensity approach lighting system with runway indicator lights (MALSR),

Taxiway reconstruction, phases I and J, Taxiway guidance signs, Runway 13/31 lighting improvements, New aircraft rescue and firefighting (ARFF) facility.

Brief Description of Projects Approved for Concurrent Authority to Impose and Use at JAX:

Federal Inspection Station facility improvements,

Terminal facilities improvement planning,

Purchase 3,000 gallon ARFF vehicle.

Brief Description of Projects Approved to Impose for Future Use at JAX:

Pavement reconstruction—phase II, Drainage improvements,

Obstruction removal.

Brief Description of Project Approved to Impose at JAX for Future Use at Graig Municipal Airport. Inner

taxiways—runways 14/32 and 5/23.

Decision Date: February 15, 1996.

FOR FURTHER INFORMATION CONTACT:

Richard M. Owen, Orlando Airports District Office, (407) 648-6586.

Public Agency: Shreveport Airport Authority, Shreveport, Louisiana.

Application Number: 95-02-U-00-SHV.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Net PFC Revenue: \$29,841,353.

Charge Effective Date: February 1, 1994.

Estimated Charge Expiration Date: May 1, 2016.

Class of Air Carriers Not Required To Collect PFC's: No change to previous approval.

Brief Description of Project Approved for Use: Terminal renovation.

Decision Date: February 16, 1996.

FOR FURTHER INFORMATION CONTACT:

Ben Guttery, Southwest Region Airport Division, (817) 222-5614.

Public Agency: City of Rochester, Minnesota.

Application Number: 96-01-C-00-RST.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$1,160,582.

Estimated Charge Effective Date: May 1, 1996.

Estimated Charge Expiration Date: April 1, 1999.

Class of Air Carriers Not Required to Collect PFC's: Non-scheduled Part 135 air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the

total annual enplanements at Rochester International Airport.

Brief Description of Projects Approved for Collection and Use:

Purchase snow plow, Reconstruct taxiway (A), Reconstruct runway and install security access system,

Install signs; replace beacon; install electrical regulator; overlay apron; and develop property map and airport topography,

Reconstruct taxiway, Conduct Part 150 noise compatibility study; update airport master plan; purchase motor grader,

Modify cooling system in passenger terminal,

Prepare application to impose a PFC, Conduct environmental assessment, Rehabilitate taxiways,

Purchase snow removal equipment [snow blower],

Purchase snow removal equipment [snow broom].

Brief Description of Project Approved for Collection: Acquire land.

Decision Date: February 16, 1996.

FOR FURTHER INFORMATION CONTACT:

Sandra Depottey, Minneapolis Airports District Office, (612) 725-4359.

Public Agency: Friedman Memorial Airport Authority, Hailey, Idaho.

Application Number: 96-03-I-00-SUN.

Application Type: Impose a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$621,000.

Estimated Charge Effective Date: May 1, 1996.

Estimated Charge Expiration Date: September 1, 1999.

Class of Air Carriers Not Required to Collect PFC's: Part 135 air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire in aircraft with a seating capacity of 10 or less.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Friedman Memorial Airport.

Brief Description of Project Approved for Collection: Upgrade runway safety areas.

Decision Date: February 20, 1996.

FOR FURTHER INFORMATION CONTACT:

Sandra Simmons, Seattle Airports District Office, (206) 227-2656.

Public Agency: Routt County, Hayden, Colorado.

Application Number: 96-02-C-00-HDN.

Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total Approved Net PFC Revenue in This Application: \$358,969.
Estimated Charge Effective Date: April 1, 1997.
Estimated Charge Expiration Date: December 1, 2000.
Class of Air Carriers Not Required to Collect PFC's: None.
Brief Description of Projects Approved for Collection and Use:
 Terminal building capacity improvements,
 Runway safety improvements—overlay and groove runway 10/28,
 Airfield capacity and safety improvements—rehabilitate the aircraft parking apron and construct the west port of parallel taxiway A,
 Acquire new snow removal equipment.
Decision Date: February 22, 1996.
FOR FURTHER INFORMATION CONTACT: Chris Schaffer, Denver Airports District Office, (303) 286-5525.
Public Agency: Little Rock National Airport, Little Rock, Arkansas.
Application Number: 96-02-U-00-LIT.
Application Type: Use PFC revenue.
PFC Level: \$3.00.
Total Net PFC Revenue Approved: \$32,765,055.

Charge Effective Date: May 1, 1995.
Estimated Charge Expiration Date: June 1, 2003.
Class of Air Carriers Not Required to Collect PFC's: No change from previous approval.
Brief Description of Projects Approved for Use:
 Extend runway 4L/22R,
 Prepare site for approach lighting system with sequenced flashers—II and for Category III instrument landing system on runway 22R.
Decision Date: February 23, 1996.
FOR FURTHER INFORMATION CONTACT: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.
Public Agency: Chisholm-Hibbing Airport Authority, Hibbing, Minnesota.
Application Number: 96-01-C-00-HIB.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total Approved Net PFC Revenue: \$338,299.
Estimated Charge Effective Date: June 1, 1996.
Estimated Charge Expiration Date: October 1, 2004.
Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Chisholm-Hibbing Airport.
Brief Description of Projects Approved for Collection and Use:
 Reimbursement for the 1991 parallel taxiway and pavement rehabilitation,
 Reimbursement for the 1993 airfield signs and drainage improvements,
 Reimbursement for the 1994 airport drainage and perimeter fence plus airport layout plan update,
 Reimbursement for 1994 pavement rehabilitation,
 1996 fending,
 PFC application,
 1996 drainage improvements,
 1996 passenger terminal building remodeling,
 1996 runway 13 MALSR environmental assessment,
 1997 snow plow truck,
 1997 entrance road and parking lot reconfiguration and pavement rehabilitation.
Decision Date: February 23, 1996.
FOR FURTHER INFORMATION CONTACT: Gordon Nelson, Minneapolis Airports District Office, (612) 725-4358.

AMENDMENTS TO PFC APPROVALS

Amendment No., city, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
94-02-C-01-SUN, Hailey, ID	11/28/95	\$212,958	\$144,637	01/01/96	05/01/96
93-01-C-01-HDN, Hayden, CO	12/1/95	\$551,891	\$532,881	04/01/97	10/01/96
94-02-C-01-EYW, Key West, FL	1/29/96	\$1,272,858	\$1,110,333	03/01/97	11/01/96
92-01-C-02-SJU, San Juan, PR	2/8/96	\$51,479,368	\$46,200,066	10/01/96	02/01/98

Issued in Washington, DC on March 6, 1996.
 Joseph M. Hebert,
Acting Manager, Passenger Facility Charge Branch.
 [FR Doc. 96-5830 Filed 3-11-96; 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 Pellston Regional Airport of Emmet County, Pellston, MI

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 Pellston Regional Airport of Emmet County 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 on or before April 11, 1996.
ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:
 Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, MI 48111.
 In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. Raymond L. Thompson, Airport Manager, of the County of Emmet at the following address: Pellston Regional Airport of Emmet County, U.S. 31 North, Pellston, MI 49769.
 Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Emmet under section 158.23 of Part 158.
FOR FURTHER INFORMATION CONTACT: Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, MI 48111 (313-487-7281). 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