

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.