

Description of Relief Sought/

Disposition: To permit the operation of an Embraer EMB-110 aircraft by a single pilot under instrument flight rules or night visual flight rules without an autopilot, provided no passengers are carried for hire. *DENIAL, February 27, 1995, Exemption No. 6033.*

Docket No.: 27984.

Petitioner: Epps Air Service.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit Epps Air Service to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *GRANT, March 1, 1995, Exemption No. 6037.*

Docket No.: 28025.

Petitioner: Jet Tech International, Inc.

Sections of the FAR Affected: 14 CFR 121.411(a) (2) and (3), and (b)(2); 121.413 (b), (c), and (d); and appendix H, part 121.

Description of Relief Sought/

Disposition: To permit certain Jet Tech International, Inc. (JTI), listed in a part 121 certificate holder's approved training program to act as simulator instructors for a particular certificate holder under part 121 without those persons having received all the required ground and flight training for each individual contracting part 121 certificate holder. JTI instructors must have completed all the approved ground and flight training required under subpart N for at least on part 121 certificate holder. This exemption permits JTI simulator instructors to serve in advance simulators without being employed by the certificate holder for 1 year, provided they receive applicable training in accordance with the provisions of this exemption. *PARTIAL GRANT, March 3, 1995, Exemption No. 6036.*

[FR Doc. 95-7188 Filed 3-22-95; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee; Subcommittee on Human Factors

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-362; 5 U.S.C. App. I), notice is hereby given of a meeting of the Subcommittee on Human Factors of the Federal Aviation Administration (FAA) Research, Engineering and Development (R,E&D) Advisory Committee to be held Thursday, April 6, 1995, 9 am to 5 pm and continuing on Friday, April 7, 1995, 9 am to 1 pm. The meeting will take place at the Capital Gallery Building,

600 Maryland Avenue, SW., Washington, DC, in suite 500.

The agenda for this meeting will include discussion on certification and regulation as well as discussion on FAA research in human factors.

Attendance is open to the interested public, but limited to space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Dr. Mark Hofmann, AAR-100, 800 Independence Avenue, SW., Washington, DC, at (202) 267-7125, the FAA Designated Federal Official to the subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on March 15, 1995.

Andres Zellweger,

Director, Office of Aviation Research.

[FR Doc. 95-7079 Filed 3-22-95; 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 Southwest Georgia Regional Airport, Albany, GA

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 Southwest Georgia Regional Airport, Albany, Georgia 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 24, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C.M. Armour, Airport Director, Southwest Georgia Regional Airport of the Albany-

Dougherty Aviation Commission at the following address: Mr. C.M. Armour, Director, Southwest Georgia Regional Airport, 3905 Newton Road, Albany, Georgia 37707-3460.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Albany-Dougherty Aviation Commission under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Walter Bauer, Program Manager, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, Atlanta, Georgia, 30337-2747, telephone number (404) 305-7142. 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 Southwest Georgia Regional Airport 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).

On March 14, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Albany-Dougherty Aviation Commission 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 June 27, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: September 1, 1995.

Proposed charge expiration date: October 29, 1999.

Total estimated PFC revenue: \$473,801.00.

Brief description of proposed projects:

1. Preparation of PFC Application.
 2. Acquire passenger facility lift device.
 3. Prepare storm water pollution prevention plan.
 4. Install in terminal building signs for disabled.
 5. Acquire bunker gear proximity suits.
 6. Acquire airport interactive aircraft rescue fire fighting video program and equipment.
 7. Acquire airport/aircraft rescue fire fighting communication equipment.
 8. Airport Master Plan update.
 9. Terminal entrance and exit road rehabilitation.
 10. Replace two security gates.
 11. General aviation apron rehabilitation.
- Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

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: Southwest Georgia Regional Airport, 3905 Newton Road, Albany, Georgia.

Issued in Atlanta, Georgia on March 14, 1995.

Howard M. Robinson,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 95-7191 Filed 3-22-95; 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 Colorado Springs Municipal Airport, Submitted by the City of Colorado Springs, CO

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 PFC revenue at Colorado Springs Municipal Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before April 24, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary W. Green, A.A.E., at the following address: City of Colorado Springs, 7770 Drennan Road, Colorado Springs, CO 80916.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Colorado Springs Municipal Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, Colorado 80216-6026. 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 PFC revenue at Colorado

Spring Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 16, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Colorado Springs Municipal Airport 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 June 21, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 1996.

Proposed charge expiration date: February 28, 2000.

Total estimated PFC revenues: \$7,445,625.00.

Brief description of proposed project: Airport service road improvement project and taxiway improvement project.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Municipal Airport.

Issued in Renton, Washington on March 16, 1995.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 95-7189 Filed 3-22-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Grant and Lafayette Counties, WI

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 151 between Belmont and Dickeyville in Grant and Lafayette Counties, 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 151 (USH 151) from west of the Village of Belmont to south of the Village of Dickeyville, a distance of about 29 km (18 mi).

The improvement of USH 151, which is primarily a two-lane rural highway, is being considered to improve traffic operation and safety while enhancing economic development potential for the USH 151 corridor from Dubuque, Iowa to Madison, Wisconsin. The Wisconsin Department of Transportation's Corridors 2020 Program, which provides a network of multi-lane highways serving statewide and regional transportation needs, includes this segment of USH 151 on the backbone network. Service expectation for the backbone network is for improvement to a 4-lane divided highway built to expressway standards, with full access control on relocation portions of the route.

Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the environmental impacts of alternatives including (1) No-build; (2) improvements along the existing rural corridor, with possible relocated alignments along portions of the route; (3) bypass corridors around the Village of Dickeyville; and (4) bypass corridors around the City of Platteville.

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.