

approval or disapproval of the program. The formal review, limited by law to a maximum of 180 days will be completed on or before November 13, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise compatibility program, and the proposed revisions to the noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591
 Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131
 Administrative Office, Regional Airport Authority of Louisville and Jefferson County, Louisville International Airport, Louisville, Kentucky 40209

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

Issued in Memphis, Tennessee, May 17, 1995.

LaVerne F. Reid,

Manager, Memphis Airports District Office.
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Intent To Prepare an Environmental Impact Statement and to Conduct Second Phase Scoping on Airport Alternatives to Accommodate the Long-term Air Transportation Needs of the Minneapolis-St. Paul Region, MN

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of intent to prepare an Environmental Impact Statement and to conduct second phase public scoping.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an

Environmental Impact Statement (EIS) will be prepared on the potential effects of alternatives to accommodate the long-term air transportation needs of the Minneapolis-St. Paul region, including a new major airport site and a comprehensive plan for expansion and improvements to the existing Minneapolis-St. Paul International Airport. To ensure that all significant issues related to the proposed action are identified, the FAA is soliciting information and comments from the public concerning this project and is advising Federal, State and local agencies and the public of the scoping process and scheduled meetings that will be conducted as part of this process.

FOR FURTHER INFORMATION CONTACT:

Mr. Glen Orcutt, Airports District Office, Federal Aviation Administration, 6020—28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706 (612) 725-4221.

SUPPLEMENTARY INFORMATION: The FAA proposes to prepare an EIS on the potential consequences and possible alternatives of a new major airport site selection that would allow construction of a replacement airport for the Minneapolis-St. Paul region, a comprehensive plan for the expansion at the existing Minneapolis-St. Paul International Airport, other reasonable alternatives and the no action alternative. A First Phase Scoping Report describing the Dual Track Planning Process was prepared and made available for public and agency review on March 30, 1992. Three public meetings were held in April 1992 for public and agency comment. Responses to substantive comments were published in March 1993.

A Second Phase Scoping Document has been prepared by the Metropolitan Airports Commission (MAC), a cooperating agency in the environmental process. This Scoping Document will be circulated to Federal, State and local agencies and will be available to the public for their review and comment. The Second Phase Scoping Document describes the results of the Dual Track Planning process which was described in the First Phase Scoping Report. A state and federal Environmental Impact Statement for the Dual Track Planning is being prepared by the MAC and the FAA, respectively. The EIS will compare all reasonable alternatives required to meet the Minneapolis-St. Paul region year 2020 aviation demand, disclose their environmental consequences and ensure that mitigating measures are considered

to minimize adverse environmental effects.

To ensure a full cooperative effort, the FAA as lead agency on the federal EIS, recognizes the magnitude of this proposal and extends an invitation to affected Federal, State and local agencies to participate as a cooperating agency on this project. In accepting the duties and role of a cooperating agency, the agency shall participate in the NEPA process at the earliest point, shall participate in the scoping process, shall assist in preparing those portions of the EIS in which it has the greatest technical expertise and shall make available staff support to enhance interdisciplinary capability. Agencies interested in participating as a cooperating agency are requested to respond to the FAA at the address listed at the beginning of this notice.

The environmental review of the project will be conducted in accordance with the requirements of the National Environmental Policy Act of 1969, as amendment (42 U.S.C. 4371, *et seq.*), CEQ regulations (40 CFR 1500-1508), FAA Orders 5050.4A and 1050.1D and all applicable Federal and State regulations and local ordinances.

PUBLIC SCOPING: A scoping meeting will be conducted on June 27, 1995, at the Metropolitan Airports Commission General Offices, 6040—28th Avenue South, Minneapolis, Minnesota, beginning at 2:00 p.m. for Federal, State and local agencies. Scoping meetings for the public will be held on June 26, 1995, at the Metropolitan Airports Commission General Offices 6040—28th Avenue South, Minneapolis, Minnesota, beginning at 7:00 p.m. and again at 7:00 p.m. on June 27, 1995, at the Hastings Middle School Auditorium, 9th and Vermillion Streets, Hastings, Minnesota to allow for public input. Agencies and the public will be notified of subsequent meetings as they are scheduled. Written comments will be accepted until July 5, 1995, and may be directed to the FAA at the following address: Federal Aviation Administration, Airports District Office, MSP-ADO-600, 6020—28th Avenue South, Room 102, Minneapolis, Minnesota 55450-2706.

Issued in Des Plaines, Illinois, on May 18, 1995.

Benito De Leon,

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