

Proposals, Federal Aviation Administration Technical Center, Office of Research and Technology Applications, Grants Officer, AAR-201, Building 270, Room B115, Atlantic City International Airport, NJ 08405.

FOR FURTHER INFORMATION CONTACT:

Questions of a technical nature may be addressed to Mr. Ed Rao at (609) 485-6996. Questions related to grants and cooperative agreements may be addressed to Ms. Kathleen Fazen at (609) 485-4431.

SUPPLEMENTARY INFORMATION:

Background

The potential of CT for detecting and identifying explosives concealed in baggage and packages has long been recognized. CT images are created by quantitatively determining the x-ray attenuation by materials within a cross section and mapping these values in a reconstruction matrix. The three dimensional image presented has many views and a high resolution and can be maneuvered in real time. The grant seeks to improve the performance of a CT based EDS device in terms of high detection probabilities, high throughput rates, low false alarm rate and a low unit cost.

The application should consist of a technical proposal covering the methodology and technical approaches on the following life cycle aspects of EDS prototype development:

- a. Preliminary Design Phase,
- b. Final Design Phase, and
- c. Prototype Fabrication and Testing Phase.

The developed prototype explosives detection device will meet or exceed specified detection and false alarm rates while achieving a high throughput rate and low unit cost. The target throughput rate is 600-700 bags per hour and the target unit cost is approximately \$500,000 per deployable unit. The performance period for the grant is not to exceed 24 months from the date of award. The certification criteria are classified and require that the applicant's principal investigator have a security clearance at the confidential level. Clearance information should be addressed to: Ms. Karen Clark, ACT-008, FAA Technical Center, Atlantic City International Airport, New Jersey 08405; telephone 609-485-6692, and facsimile 609-485-5690.

A meeting open to all interested applicants will be held approximately two weeks after the publication of this announcement, at Building 315, FAA Technical Center, Atlantic City, New Jersey. A special classified briefing on the certification criteria will also be

held at that time to release and clarify the classified data on the project. The exact details of the date and time of these meetings will be provided in the solicitation publication. The closing date for the receipt of the grants proposals is September 1, 1995.

Additional requirements are identified in the solicitation: Development of a High Speed Computer Tomography Explosive Detection Device, Solicitation 95.3.

Specific selection criteria is set out in the solicitation.

Dated: July 12, 1995.

Andres Zellweger,

Director, Office of Aviation Research.

[FR Doc. 95-17596 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Northway, Alaska; Notice of Change in Facility Operation

Notice is hereby given that on or about July 25, 1995, we will be permanently reducing the hours of the Northway, Alaska, Flight Service Station (FSS). They will operate from 6:00 a.m. to 9:30 p.m. On September 30, 1995, Northway FSS will close until March 1, 1996. From that date on, Northway FSS will operate as a seasonal facility, remaining open March 1 through September 30, 6:00 a.m. to 9:30 p.m. annually. When open, Northway will operate as a full-service facility. When closed, services will be provided by the Fairbanks Automated Flight Service Station. This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on June 30, 1995.

Jacqueline L. Smith,

Regional Administrator, Alaskan Region.

[FR Doc. 95-17592 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application to Use the Revenue from a Passenger Facility Charge (PFC) at Delta County Airport, Escanaba, 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 use the revenue from a PFC at Delta County Airport, Escanaba, Michigan, 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 August 17, 1995.

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, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Harvey Setter, Airport Manager, of the Delta County Airport and Parks Commission at the following address: Delta County Airport, 3300 Airport Road, Escanaba, Michigan 49829.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Delta County Airport and Parks Commission 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, Michigan 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 use the revenue from a PFC at Delta County 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 June 14, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Delta County Airport and Parks 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 September 12, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Actual charge effective date: February 1, 1993

Estimated charge expiration date:

August 1, 1996

Total approved net PFC revenue:
\$158,325

Brief description of proposed project(s):
Rehabilitate, widen, and light (MIRL)

Runway 18/36; Extend and light (MIRL) Runway 18; Acquire land including relocation assistance; Construct and light (MITL) parallel (north/south) taxiway.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxis and charters.

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 Delta County Airport and Parks Commission.

Issued in Des Plaines, Illinois, on July 5, 1995.

Benito De Leon,

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

[FR Doc. 95-17590 Filed 7-17-95; 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 Fayetteville Municipal Airport, Fayetteville, AR

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 Fayetteville Municipal 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).

DATES: Comments must be received on or before August 17, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Dale Frederick, Manager of Fayetteville Municipal Airport at the following address: Mr. Dale Frederick, Fayetteville Municipal Airport, 4500 South School Avenue, Suite F, Airport Terminal Building, Fayetteville, AR 72701.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 Fayetteville Municipal 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 of the Federal Aviation Regulations (14 CFR Part 158).

On July 6, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the 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 October 31, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: January 1, 1996

Proposed charge expiration date: July 30, 1999

Total estimated PFC revenue:
\$2,584,339

Brief description of proposed project(s):
PROJECTS TO IMPOSE AND USE PFC'S

Master Plan Update, Airfield Safety Area Improvements, Terminal Expansion, Land Acquisition/Easements, Airfield Safety Improvements, and PFC Administrative Costs

Proposed class or classes of air carriers to be exempted from collecting 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, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at Fayetteville Municipal Airport.

Issued in Fort Worth, Texas on July 10, 1995.

Edward N. Agnew,

Acting Manager, Airports Division.

[FR Doc. 95-17594 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Sebastian, Crawford, Scott, Logan, Polk, Howard and Sevier Counties, AR

AGENCY: Federal Highway Administration (FHA), 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 highway project in the Arkansas Counties of Sebastian, Crawford, Scott, Logan, Polk, Howard and Sevier.

FOR FURTHER INFORMATION CONTACT: Wendall L. Meyer, Environmental and Design Specialist, Federal Highway Administration, 3128 Federal Office Building, Little Rock, AR 72201-3298, telephone: (501) 324-6430; or Reid Beckel, Consultant Coordinator, Roadway Design, Arkansas State Highway and Transportation Department, P.O. Box 2261, Little Rock, AR 72203, telephone: (501) 569-2163.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Arkansas State Highway and Transportation Department, will prepare an environmental impact statement (EIS) on a proposal to construct a four-lane, divided, fully controlled access highway facility located on new alignment. Several alternatives and locations will be considered, including various types of improvements and combinations of improvements to the existing facility. The "no-action" alternative will also be considered, in which roads are constructed in accordance with the Statewide Transportation Improvement plan, with the exception of the proposed facility. The approximate length of the project is 206 kilometers (128 miles).

This Environmental Impact Statement will also include a Major Investment Study within the metropolitan area of Fort Smith, AR, as required by the Code of Federal Regulations, Section 23, Part 450.

The proposed improvements would improve the safety and capacity of the existing route and increase regional mobility along a proposed ultimate