a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Memphis, Tennessee.

The Chattanooga Metropolitan (Lovell Field) Airport Authority submitted to the FAA on February 13, 1996, the noise exposure maps, descriptions, and other documentation produced during the FAR Part 150 supplemental noise compatibility planning study conducted from November 1992 through October 1995. The Chattanooga Metropolitan (Lovell Field) Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on March 27, 1996. Notice of this determination was published in the Federal Register on April 8, 1996.

The Chattanooga Metropolitan (Lovell Field) Airport FAR Part 150 Study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion beyond the year 1997. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on March 27, 1996, and was required by provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such a program.

The submitted program contained 15 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Administrator effective September 23, 1996.

Approval for Part 150 was granted, in total or in part, for all of the proposed measures. Land Use measures include soundproofing, land acquisition voluntary within the DNL 65, voluntary acquisition immediately outside the DNL 65 if partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results and construction of a sound barrier in which a significant number of homeowners opt to remain in the area of land acquisition in the Pine Grove Estates-Portview Hills subdivision.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on September 23, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Chattanooga Metropolitan Airport Authority.

Issued in Memphis, Tennessee, November 13, 1996.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

[FR Doc. 96–29682 Filed 11–19–96; 8:45 am]

BILLING CODE 4910–13–M

Federal Highway Administration

Environmental Impact Statement: City of Issaquah, King County, Washington

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 Southeast Issaquah Bypass project in the City of Issaquah, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Gene K. Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington 98501, telephone (360) 753–9413; Jerry W. Alb, Director, Environmental Services, Washington State Department of Transportation, 310 Maple Park East, PO Box 47331, Olympia, Washington 98504–7331, telephone (360) 705–7480; or Ann DeFee, Project Manager, Department of Public Works, City of Issaquah, PO Box 1307, Issaquah, Washington 98027, telephone (206) 557–2571.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT) and the City of Issaquah will prepare an environmental impact statement (EIS) for a new bypass arterial approximately 2.4 km (1.5 mile) long, intending to connect I–90 in the vicinity of the Sunset Interchange, with Issaquah-Hobart Road. The Southeast Issaquah Bypass would be located along an alignment which will be selected as part of the EIS process. It is anticipated the alignment will likely be similar to one of several alternative alignments defined in previous feasibility studies completed for the project.

The bypass arterial is planned to be a two-way road that would provide through-lanes and turn-lane channelization at main intersections. The road may be urban or rural in section, or a combination thereof, with features such as bicycle lanes, curb, gutter, sidewalk, stormwater management, water quality treatment, retaining walls, bridges, landscaping, highway signs, lighting, and signalization as determined appropriate during the EIS and design studies.

Alternatives under consideration include: a No-Action Alternative and at least two roadway alignment alternatives (generally within, but not restricted to, a previously identified corridor). The corridor broadens in width at the south end and may include more than two locations and geometric

configurations for the intersection with Issaquah-Hobart Road. Reasonable alternatives identified during the scoping process will also be evaluated. Analysis will focus on identifying impacts and mitigation measures, and providing information appropriate to choosing a preferred alignment alternative from among the alternatives identified through the scoping and public involvement process.

The EIS will identify direct, secondary and cumulative impacts associated with the roadway alternatives under consideration. The EIS will also address other cumulative impacts, taking into consideration two separate but related projects which are currently in the preliminary design phase, and are undergoing separate environmental review: (1) The proposed South Sammamish Plateau Access Road (South SPAR) and Sunset Interchange modification project, and (2) the proposed North Sammamish Plateau Access Road (North SPAR).

The South SPAR and Sunset Interchange modification project would connect the Sunset Interchange with a major east-west arterial in the southwestern portion of the Grand Ridge Development area and modify the existing partial interchange, which presently provides only a west bound off-ramp and east on-ramp, to a full interchange that provides for all traffic movements to and from I–90. It is sponsored by the Washington State Department of Transportation, City of Issaquah, King County, and two private developers (Grand Ridge Ltd. Partnership and Glacier Ridge Ltd. Partnership). It is being addressed in a separate project-specific EIS written in accordance with the National Environmental Policy Act (NEPA).

The North SPAR project would connect the proposed South SPAR with the existing intersection of Issaquah-Pine Lake Road Southeast and Issaquah-Fall City Road Southeast. The North SPAR project is a King County-sponsored project separate from the Sunset Interchange/South SPAR project, with its own logical termini and independent utility. It will be addressed in a separate project-specific EIS written in accordance with the Washington State Environmental Policy Act (SEPA).

Relevant information about various environmental issues related to both the Sunset Interchange/South SPAR EIS and the North SPAR EIS will be incorporated into the Southeast Issaquah Bypass EIS to address secondary and cumulative impacts.

The purpose of the proposed Southeast Issaquah Bypass project is to provide arterial access to I–90 in the vicinity of the Sunset Interchange for Issaquah traffic and Hobart area traffic; to provide a bypass of the City of Issaquah Central Business District, thereby reducing Issaquah congestion; to support adopted City and Region comprehensive land use plans and their fulfillment, which today are suffering from violations of level of transportation concurrency standards; and to satisfy all of the above purposes in a multimodal context with improved auto, transit, bicycle, and pedestrian access to existing and future land uses.

Environmental issues of concern to be addressed in the EIS include transportation; air quality; noise; land use and social elements; wetlands; biological resources (wildlife and vegetation); fisheries resources; water quality (surface and ground water); floodplains; hazardous materials; historic, archaeological and cultural resources; waterways and hydrological systems (surface and groundwater quantity); soils and topography; geologic hazards; energy; and visual impacts. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, appropriate Native American tribes, and to private organizations and citizens who have expressed, or are known to have, an interest in this proposal. An agency scoping meeting will be held on December 9, 1996 from 1:30 p.m. to 3:30 p.m. at the City of Issaquah's Council Chambers, 135 East Sunset Way, Issaquah, Washington. A public scoping meeting will be held on December 9, 1996 from 5:00 p.m. to 8:00 p.m. at Issaquah High School Commons, 700 Second Avenue SE, Issaquah, Washington. The public and all affected agencies will be invited to attend the meetings. Public notice will be given of the time and place of the meetings.

To assure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments are invited from all interested parties. Comments and suggestions concerning this proposed action and the EIS should be directed to the FHWA at the address provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of federal programs and activities apply to this program)

Issued on November 8, 1996.

José M. Miranda,

Environmental Program Manager, Olympia, WA.

[FR Doc. 96–29602 Filed 11–19–96; 8:45 am]

BILLING CODE 4910–22–M

Maritime Administration

[Docket MSP–004]

Alaska Cargo Transport, Inc.; Application Pursuant to Section 656 of the Merchant Marine Act, 1936, as Amended (Act)

Alaska Cargo Transport, Inc. (Alaska Cargo), by application received October 31, 1996, and supplemented November 7, 1996, applied under Section 651, Subtitle B, of the Act for participation in the Maritime Security Program (MSP). In support of its application Alaska Cargo submitted information pertaining to its level of service as required by section 656 of the Act. Applicants who wish to receive MSP payments must describe their level of service as provided for in section 656. Pursuant to section 656 of the Act, the Maritime Administration must determine Alaska Cargo's level of noncontiguous domestic trade service should it become party to an MSP operating agreement.

In support of its request, Alaska Cargo described its level of noncontiguous domestic trade service to Alaska, including vessels, capacities and itineraries for the 12-month period ending July 1, 1992 in Exhibit 1. The voyages listed under ''Voy #'' beginning with the number ''9'' are voyages whereby Alaska Cargo provided service under a space charter arrangement with Samson Tug & Barge. The voyages beginning with an ''A'' or a ''C'' are with vessels owned or chartered by Alaska Cargo.

Alaska Cargo described its level of noncontiguous domestic trade service to Hawaii, including vessels, capacities and itineraries for the 12-month period ending August 9, 1995 in Exhibit 2.

EXHIBIT 1.— ALASKA CARGO TRANSPORT, INC.

[A voyage recap servicing the Alaska Railbelt and adjacent areas one year prior to July 1, 1992]

Depart	Arr	Voy#	Tug	Barge	TEU cap	Itinerary
6/8/91	7/2/91	9113	Powhatan	Annahootz	565	SEA/SEW/SEA