

DATES: Comments must be received on or before May 13, 1996.

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

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C.P. Winters, Airport Director, of the Myrtle Beach International Airport at the following address: 1100 Jetport Road, Myrtle Beach, South Carolina 29577.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Horry County Department of Airports, Myrtle Beach International Airport under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. D. Cameron Bryan, Program Manager, FAA/Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, STE 2-260, College Park, Georgia 30337, (404) 305-7144. 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 impose and use the revenue from a PFC at Myrtle Beach International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 4, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by Horry County Department of Airports 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 July 26, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:

October 1, 1996.

Proposed charge expiration date: June 30, 2005.

Total estimated PFC revenue: \$6.3 million.

Application number: 96-01-C-00-MYR.

Brief description of proposed project(s):

- 1—Air Carrier Apron Infield Expansion
- 2—South Apron Expansion
- 3—Construct Federal Inspection Station
- 4—Terminal A Renovations

5—Land Acquisition for Airport Development

6—Preparation of PFC Application

7—PFC Administrative Costs

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-scheduled operations by air taxi/commercial operators filing FAA Form 1800-31.

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 Horry County Department of Airports, Myrtle Beach International Airport.

Issued in Atlanta, Georgia on April 4, 1996.
Dell T. Jernigan,
Manager, Atlanta Airports District Office,
Southern Region.

[FR Doc. 96-9153 Filed 4-11-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#96-03-C-00-CLM) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at William R. Fairchild International Airport, Submitted by the Port of Port Angeles, Port Angeles, WA

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 William R. Fairchild International 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 May 13, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Seattle, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Clyde Boddy, Deputy Director at the following address: Port of Port Angeles, 338 West First, Port Angeles, WA 98362.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to William R. Fairchild International Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Ms. Mary Vargas, (206) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Seattle, WA 98055-4056. 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 (#96-02-C-00-CLM) to impose and use PFC revenue at William R. Fairchild International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 3, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Port of Port Angeles, Port Angeles, Washington, 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 July 6, 1996.

The following is a brief overview of the application:

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1996.

Proposed charge expiration date: February 28, 1998.

Total estimated PFC revenues: \$96,258.00.

Brief description of proposed project: Reconstruct of the east end of Runway 8/26, Overlay with asphalt and groove; Purchase a new ARFF Index A truck and appropriate fire fighting equipment, Airport access road construction.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air taxi.

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 William R. Fairchild International Airport.

Issued in Renton, Washington on April 3, 1996.

David A. Field,
Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-9149 Filed 4-11-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration**[Docket No. 96-032-GR]****Crash Avoidance Implementation Plan****AGENCY:** National Highway Traffic Safety Administration, DOT.**ACTION:** Notice and request for comment.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) has prepared a Draft Crash Avoidance Implementation Plan (CAI Plan), which sets forth agency programs and activities in the area of motor vehicle crash avoidance implementation over the next three to five years. For each project, the Draft CAI Plan describes the problem, possible anticipated action, and milestones.

DATES: Comments are due not later than June 3, 1996.

ADDRESSES: All comments should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street SW., Washington, DC 20590. Please refer to the docket number at the top of this notice when submitting written comments.

FOR FURTHER INFORMATION CONTACT: For further information and to obtain a copy of the Draft CAI Plan, contact Michael Pyne, Office of Crash Avoidance Standards, NHTSA, 400 7th Street SW., Washington, DC 20590, Telephone 202-366-4931, Fax 202-366-4329. Copies of the Draft CAI Plan are also available on the Internet (NHTSA Home Page).

SUPPLEMENTARY INFORMATION: The National Highway Traffic Safety Administration (NHTSA) has developed a Draft Crash Avoidance Implementation Plan (CAI Plan), which sets forth agency plans and goals toward reducing the frequency and severity of motor vehicle crashes. The plan reflects the agency's Crash Avoidance Implementation Program, which is part of the agency's overall effort to develop, promote, and implement effective educational, engineering, and enforcement programs directed at ending preventable tragedies and reducing economic costs associated with on-road vehicle use and travel. The CAI Plan is intended to guide the agency over the next three to five years in the area of motor vehicle crash avoidance safety implementation; and was developed by NHTSA's Office of Safety Performance Standards.

The Draft CAI Plan sets forth for each project a description of the problem, possible anticipated actions, and agency milestones. The three prong approach focuses on (1) new vehicles, (2) in-

service vehicles, and (3) driver/vehicle interface. In keeping with President Clinton's 1995 regulatory reform initiative, the Draft CAI Plan seeks both regulatory and non-regulatory solutions to potential motor vehicle crash avoidance safety problems. A major goal throughout the Draft CAI Plan approach is to achieve enhanced communications with NHTSA customers and partners. Through outreach meetings, informal discussions, joint activities, consensual rulemaking, and other means, the agency hopes to improve lines of communication through which customers, partners, and other interested parties will share information and help the agency implement solutions to potential crash avoidance safety problems.

Elements for new and in-service vehicles addressed by the Draft CAI Plan include systems performance and design, vehicle components, and aftermarket equipment. These are addressed through mandatory and optional standards, support for voluntary industry guidelines, co-operative efforts with industry, provision of model guidelines for States and localities to use, and consumer information on performance of vehicle systems and components.

Driver/vehicle interface elements addressed by the Draft CAI Plan include educating and informing drivers on behavior to safely accommodate vehicle performance characteristics and new technologies; providing consumer information on equipment characteristics and system performance so that vehicle users can make informed safety choices; and addressing needs of special groups such as older drivers, novices, fatigued drivers, and drivers with disabilities. Approaches for addressing these include vehicle regulation; labeling requirements; consumer advisories and warnings; education and information through national, State, and local safety organizations both public and private; and working with vehicle and equipment manufacturers, dealers, insurers, and interested citizens.

NHTSA requests written comments, suggestions, and recommendations on the substance and direction of the Draft CAI Plan in order to better achieve improved crash avoidance safety. Comments are also requested on issues and approaches for improving safety which may not be addressed by the Draft CAI Plan but have the potential for providing effective solutions to crash avoidance safety problems. The agency is particularly interested in comments identifying opportunities for collaborative efforts with its partners

and customers. Comments should include supporting data wherever possible, along with information on the costs and benefits of a particular recommended approach. In addition to written comments, the agency requests that commenters submit copies of supporting documents, analyses, or referenced citations wherever appropriate.

Once all comments are received and considered, the agency will develop a final CAI Plan. The Plan is a dynamic document, and program actions, directions, and priorities are expected to be modified based on safety data, research results, technological advances, and other information developed by NHTSA or provided by the agency's partners and customers.

NHTSA invites written comments from all interested persons. It is requested but not required that 10 copies be submitted. The agency requests that comments not exceed 15 pages in length (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to offer their primary comments in a concise manner.

All comments received before the close of business on the comment closing date listed above will be considered and will be available for examination in the docket room at the above address. To the extent possible, comments filed after the closing date will be considered. The agency will continue to file relevant information as it becomes available.

Issued: April 18, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-9162 Filed 4-11-96; 8:45 am]

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