

following address in a manner consistent with applicable requirements and procedures for safeguarding sensitive security information: Federal Aviation Administration, Office of Civil Aviation Security Operations, Attention: FAA Security Control Point, Docket No. 28671, 800 Independence Avenue, SW., Washington, D.C., 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Lon Siro, Aviation Security Specialist (ACP-100), Office of Civil Aviation Security Policy and Planning, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C., 20591, telephone (202) 267-9661.

SUPPLEMENTARY INFORMATION:

Background

The proposed amended Criteria are responsive to the statutory mandate for testing and certifying EDS. The FAA has had a long-standing research and development (R&D) effort to counter the threat of explosive materials to civil aviation. Along with other technologies, the FAA invested in detonator detection R&D beginning in 1985. However, based upon early research, the FAA focused its R&D resources primarily on the detection of main/bulk explosive charges, because it appeared to be the most technologically feasible approach. The effort resulted in the September 10, 1993, Criteria [58 FR 47804], which established minimum performance standards for main/bulk explosive charges detection equipment. Recent technological advances suggest that equipment capable of detecting the different types of detonators used to initiate or detonate an explosive may also be an effective means of screening checked baggage. FAA now considers it appropriate to propose minimum performance standards for the detection of detonators.

In October 1995, the FAA completed its compilation and analyses of technical design information obtained during visits to 38 detonator manufacturers located in the United States and 20 other countries. These analyses were the most extensive examinations yet on the types, materials, and configurations of detonators. As a result, the FAA developed a comprehensive database on detonators manufactured worldwide, as well as global detonator production and consumption profiles. The types of detonators specified in this proposed amended Criteria were based, in part, upon reports which identified the types of detonators used in terrorist acts, as well as those likely to be used in future attempts to destroy or sabotage civil

aviation, other modes of transportation, and physical structures. This analysis was conducted by the FAA with advice and consultation from U.S. and international explosive materials experts, and Agencies of the United States and other governments.

Reopen Comment Period

The comment period for Notice No. 96-13 closed on October 29, 1996. Subsequently, the FAA finds that it is in the public interest to reopen the comment period in order to allow industry additional time for a more thorough review of applicable issues and drafting of comments. Accordingly, the comment period is being reopened from November 6, 1996 through January 6, 1997.

Issued in Washington, DC on October 28, 1996.

Cathal L. Flynn,

Associate Administrator for Civil Aviation Security.

[FR Doc. 96-28552 Filed 11-1-96; 2:07 pm]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application (#96-02-C-00-OTH) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at North Bend Municipal Airport, Submitted by the City of North Bend, North Bend, OR

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 North Bend 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 December 6, 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, Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ron Stillmaker, Public Works Director/Airport Manager, at the following address: North Bend Municipal Airport, P.O. Box B, North Bend, OR 97459.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to North Bend

Municipal 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; Renton, 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-OTH) to impose and use PFC revenue at North Bend Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 30, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of North Bend, North Bend, Oregon, 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 January 28, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: April 1, 1997

Proposed charge expiration date: April 30, 2000

Total requested for use approval: \$168,731.00

Brief description of proposed project:

Replace existing lighted wind cone and segmented circle and install supplemental wind cones; Terminal parking lot improvements; ALP update and pavement maintenance management program; Environmental assessment; and East side Terminal area site preparation.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Non-scheduled air taxi/commercial operators utilizing aircraft having a seating capacity of less than twenty passengers.

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 SW., 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 North Bend Municipal Airport.

Issued in Renton, Washington on October 30, 1996.

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

[FR Doc. 96-28560 Filed 11-5-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Federal Railroad Administration

Federal Transit Administration

Participation in the State Infrastructure Bank Pilot Program

AGENCY: Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA), DOT.

ACTION: Notice of request for participation.

SUMMARY: This notice invites States to submit applications for participation in the State Infrastructure Bank (SIB) Pilot Program originally established by the National Highway System Designation Act of 1995 (the NHS Act). Pursuant to Section 350 of the NHS Act, USDOT is authorized to enter into agreements with States to establish State Infrastructure Banks or multistate infrastructure banks. Under the Department of Transportation and Related Agencies Appropriations Act of 1997 (Appropriations Act), USDOT is currently authorized to enter into Cooperative Agreements with more than ten States qualified to establish State Infrastructure Banks or multistate infrastructure banks. Another purpose of this notice is to outline the procedures that will be established for designation of additional States to be included in the Pilot Program. Further, \$150 million will be available for distribution among the ten States previously designated by the Secretary and any additional States designated as a result of this notice. Distribution of these funds will not take place prior to 180 days after the enactment of the Appropriations Act on September 30, 1996.

DATES: Applications for participation will be considered as soon as they are received and must be received by the close of business on December 20, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Max Inman, FHWA Office of Fiscal Services, (202) 366-6813; Mr. John Paoletta, FRA Office of Policy and Program Development, (202) 632-3154; or Mr. Richard Steinmann, FTA Office of Budget and Policy, (202) 366-4060. Application requests and specific

questions regarding the SIB Pilot Program may also be directed to the Division or Regional Offices of FHWA or FTA in your State.

SUPPLEMENTARY INFORMATION:

I. Background

Congress established a Pilot Program for State Infrastructure Banks (SIBs) through Section 350 of the NHS Act (Pub. L. 104-59). That section originally authorized USDOT to enter into cooperative agreements with up to ten States for the establishment of SIBs or multistate infrastructure banks for making loans and providing other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under the section. Subsequently, Congress enacted the Department of Transportation and Related Agencies Appropriations Act of 1997 (Pub. L. 104-205), which authorizes the Secretary of Transportation to enter into agreements with more than ten States qualified to establish SIBs. Under the terms and conditions of the NHS Act, States may use up to 10 percent of specified FY 1996 and FY 1997 apportionments and allocations in addition to non-Federal matching funds to capitalize the SIBs.

In addition, as a result of the Appropriations Act, \$150 million will be available for distribution among the ten States previously designated by the Secretary and any additional States designated as a result of this notice. Distribution of these funds will not take place prior to 180 days after the enactment of the Appropriations Act. These funds shall be used to advance projects or programs under the terms and conditions of section 350. Any portion of these funds may be deposited into a highway or transit SIB account. Section 350 also requires that disbursement of these funds be at a rate consistent with historic rates for the Federal-aid highway program. Therefore, disbursements will be limited to 15 percent of \$150 million for FY 1997 (\$22.5 million), and remaining amounts will be disbursed in subsequent years.

The Pilot Program and subsequent implementation by designated SIBs will help USDOT determine how to proceed with the SIB concept while simultaneously advancing additional projects. It will help USDOT understand how SIBs can leverage Federal dollars to increase transportation infrastructure investment as ISTEA reauthorization legislation moves forward.

II. Definitions

State Infrastructure Bank (SIB): An infrastructure investment fund established to facilitate and encourage investment in eligible transportation infrastructure projects sponsored by public and/or private entities. Through a SIB, a State can use its initial capital, provided by its Federal-aid highway apportionments, any allocation received under the fiscal year 1997 DOT Appropriations Act, Federal transit allocations, and non-Federal monies, to make loans, provide credit enhancement, serve as a capital reserve for bond or debt financing, subsidize interest rates, issue letters of credit, finance purchase and lease agreements, provide debt financing security, or provide other forms of financial assistance for construction of projects qualified under the Federal-aid highway program and transit capital projects. As the funds are repaid or compensation is provided, the SIB can make new financial assistance available to other projects, continually recycling the initial monies, thus leveraging the initial funds available.

Multistate Infrastructure Bank: Interstate compact among two or more States to enter into a cooperative agreement with USDOT to establish a SIB.

III. Notice of Request for Participation

States must successfully address in detail all the application criteria listed in the following section entitled "Criteria for Applications to Participate in the SIB Pilot Program." These responses, submitted as an application by the State, will provide the basis for determining a State's ability and qualifications to implement a SIB and the initial projects it expects to facilitate through financial support for the SIB. Based on the responses to the application criteria, the Secretary will designate qualified States to participate in the Pilot Program. After designation, the Secretary will enter into cooperative agreements with States to participate in the Pilot Program. Applications for participation must be received by the close of business on December 20, 1996.

USDOT recognizes that this is a Pilot Program and is receptive to innovative and non-traditional approaches to establishing a SIB and defining the types of assistance that may be offered. Subject to section 350 of the NHS Act, USDOT seeks to work in cooperation with the States to define the implementation of the program. USDOT will not require that all Pilot SIBs be configured in the same way or that they provide the same forms of assistance.