

	Percent
For Economic Injury: Businesses and Small Agricultural Cooperatives Without Credit Available Elsewhere .....	4.000

The number assigned to this disaster for physical damage is 286405 and for economic injury the number is 894400. (Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: June 14, 1996.  
Bernard Kulik,  
*Associate Administrator For Disaster Assistance.*  
[FR Doc. 96-16101 Filed 6-24-96; 8:45 am]  
BILLING CODE 8025-01-P

## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket No. 301-105]

### Initiation of Section 302 Investigation and Request for Public Comment: Practices of the Government of Turkey Regarding the Imposition of a Discriminatory Tax on Box Office Revenues: Correction

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Correction of docket number on notice of initiation of investigation.

**SUMMARY:** The United States Trade Representative (USTR) filed a notice of initiation of investigation and request for public comment on Monday, June 17, 1996 (61 FR 30646), with respect to certain acts, policies and practices of the Government of Turkey that may result in the discriminatory treatment of U.S. films in Turkey. The docket number stated in that notice was incorrect. The correct docket number is set forth above. All further references to this investigation should bear this corrected docket number, including references in any public comments filed pursuant to the terms of the earlier notice.

**FOR FURTHER INFORMATION CONTACT:** Joseph Papovich, Deputy Assistant USTR for Intellectual Property, (202) 395-6864, or Thomas Robertson, Associate General Counsel, (202) 395-6800.

Irving A. Williamson,  
*Chairman, Section 301 Committee.*  
[FR Doc. 96-16112 Filed 6-24-96; 8:45 am]  
BILLING CODE 3190-01-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 96-018]

### Annual Certification of Cook Inlet Regional Citizens' Advisory Council

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, a voluntary advisory group instead of a Regional Citizens' Advisory Council for Cook Inlet, Alaska. This certification allows the advisory group to monitor the activities of oil tankers and facilities under the Cook Inlet Program established by the Act. The purpose of this notice is to inform the public that the Coast Guard has recertified the alternative voluntary advisory group for Cook Inlet, Alaska.

**EFFECTIVE DATE:** June 1, 1996, through May 31, 1997.

**FOR FURTHER INFORMATION CONTACT:** LCDR Peter A Jensen, Project Manager, Port and Environmental Management Division, (G-MOR-1), (202) 267-6134, U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC, 20593-0001.

**SUPPLEMENTARY INFORMATION:** As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, (the Act), 33 U.S.C. 2732, the foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of crude oil terminals and oil tankers.

Section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the oil terminal facilities in Cook Inlet, in lieu of a council of the type specified in 33 U.S.C. 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding and receive annual certification by the President that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Cook Inlet Regional Citizens' Advisory Council (CIRCAC). The authority to certify alternative advisory groups was subsequently delegated to the Commandant of the Coast Guard, and

re delegated to the Chief, Marine Safety and Environmental Protection.

On April 15, 1996, the Coast Guard announced in the Federal Register, the availability of the application for recertification that it received from the CIRCAC, and requested comments (61 FR 16518). Fourteen comments were received.

### Discussion of Comments

All of the comments received by the Coast Guard supported recertification of CIRCAC. Two of the comments addressed term limits, one sought to have committee workplans submitted through a public review process, one sought annual community presentations by the CIRCAC throughout the Cook Inlet region, and one stated that CIRCAC projects should clearly articulate multi-year goals. It is the Coast Guard's position that those comments can be addressed successfully by CIRCAC and has forwarded them to CIRCAC for their review, consideration for what is necessary to resolve the issues, and to provide their response to the commenter and the Coast Guard. Therefore, the Coast Guard has determined that recertification of CIRCAC in accordance with the Act is appropriate.

### Recertification

The Chief, Marine Safety and Environmental Protection certified that the Cook Inlet Regional Citizens' Advisory Council qualifies as an alternative voluntary advisory group under the provisions of 33 U.S.C. 2732(o). This recertification terminates on May 31, 1997.

Dated: June 17, 1996.  
G.N. Naccara,  
*Captain, U.S. Coast Guard, Director of Field Activities, Marine Safety and Environmental Protection.*

[FR Doc. 96-16163 Filed 6-24-96; 8:45 am]  
BILLING CODE 4910-14-M

## Federal Aviation Administration

### Environmental Impact Statement: Blue Grass Airport; Lexington, KY

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advertise to the public that an Environmental Impact Statement (EIS) is planned to be prepared and considered for a proposed parallel runway at Blue Grass Airport. The FAA plans to hold a scoping meeting to



obtain input from the public regarding the EIS.

**FOR FURTHER INFORMATION CONTACT:**

Cynthia K. Wills, Federal Aviation Administration, Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301. Telephone 901-544-3495.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA will prepare an EIS for a proposed 9,000 ft x 150 ft parallel runway, 4R-22L, at the Blue Grass Airport (LEX) for air carrier use.

The existing runway accommodates all aircraft currently using the airport but the Master Plan (MP) accepted December 20, 1995, indicates that a new runway is needed for capacity by the year 2013. The Lexington-Fayette Urban County Airport Board has recommended a proposed parallel runway be constructed 4,300 feet southeast of the existing Runway 4/22. Construction of taxiways, hold and de-ice pads associated with the new runway are also proposed. In addition the proposed project will require property acquisition and relocation of affected residents and reconstruction of portions of Parkers Mill Road and Airport Road beneath the new runway and taxiway system. The proposed parallel runway is planned as a precision instrument runway (PIR) with a CAT I/II to both runway ends. The runway will have approach slopes of 50:1 with a primary surface width of 1,000 ft.

The EIS will include evaluation of a no-build alternative and other reasonable alternatives that may be identified during the public scoping meeting. The proposed parallel runway would provide sufficient airfield capacity and versatility at LEX to accommodate expected aircraft demand when the Airport is forecast to be at capacity in the year 2013. In addition the proposed runway would provide Blue Grass Airport with a primary runway which will meet current FAA design standards and permit the continuation of air carrier service in the event a runway has to be closed.

The EIS will determine any noise impacts associated with the operation of the proposed parallel runway. In addition to noise impacts, the EIS will determine any impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources and prime/unique farmland.

**PUBLIC SCOPING:** To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. FAA intends

to consult and coordinate with Federal, State and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The meeting for public agencies will be held at Blue Grass Airport Board Room, located on the second level of the Terminal Building at the Airport, at 1 pm, Wednesday, July 31, 1996. FAA will also solicit input from the public with a general public scoping meeting scheduled at Paul Laurence Dunbar High School cafeteria located on the lower level, 1600 Man O' War Blvd Lexington, Kentucky, from 6-9 pm, Wednesday, July 31, 1996.

Written comments may be mailed to the Informational contact listed above within 30 days from publication of this Notice.

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

Issued in Memphis, Tennessee, June 18, 1996.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

[FR Doc. 96-16109 Filed 6-24-96; 8:45 am]

**BILLING CODE 4910-13-M**

**[Docket No. 28611]**

**Proposed Finding of No Significant Impact**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Proposed Finding of No Significant Impact; Notice.

**SUMMARY:** An Environmental Assessment (EA), which addresses the Alaska Aerospace Development Corporation's (AADC) proposal to construct and operate a launch site at Narrow Cape on Kodiak Island, Alaska, has been prepared. After reviewing and analyzing currently available data and information on existing conditions, project impacts, and measures to mitigate those impacts, the Federal Aviation Administration (FAA), Office of the Associate Administrator for Commercial Space Transportation (AST) proposes to determine that licensing the operation of the proposed launch site, is not a major Federal action that would significantly affect the quality of the human environment within the meaning of the National Environmental Policy Act (NEPA) of 1969. Therefore the preparation of an environmental impact statement would not be required and AST is proposing to issue a Finding of No Significant Impact (FONSI).

**FOR A COPY OF THE KODIAK LAUNCH COMPLEX ENVIRONMENTAL ASSESSMENT**

**FOR FURTHER INFORMATION CONTACT:** Mr. Nikos Himaras, Office of the Associate Administrator for Commercial Space Transportation, Licensing and Safety Division, Suite 5402A, 400 Seventh Street, SW., Washington, D.C. 20590; phone (202) 366-2455; or refer to the following Internet address:

<http://www.dot.gov/dotinfo/faa/cst/cst.html>.

**DATES:** There will be a thirty (30) day comment period before the FAA makes its final determination on the proposed FONSI. Interested individuals, Government agencies, and private organizations are invited to send comments on the proposed FONSI to the address set forth below by July 25, 1996.

**ADDRESS:** Written comments should be sent to, Docket Clerk, Docket No. [28611], Federal Aviation Administration, 800 Independence Avenue SW., Room 915, Washington, D.C. 20591.

**PROPOSED ACTION:** Operation of a non-Federal launch site in the United States, such as AADC's proposed construction and operation of Kodiak Launch Complex (KLC), a commercial space launch site, on Kodiak Island, Alaska, must be licensed by the FAA pursuant to 49 U.S.C. §§ 70101-70119, formerly the Commercial Space Launch Act. Licensing the operation of a launch site is a Federal action requiring environmental analysis by the FAA in accordance with the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 *et seq.* Upon receipt of a complete application the Associate Administrator for Commercial Space Transportation must determine whether to issue a license to AADC to operate KLC. Environmental findings are required for a license evaluation.

The launch site would be located on a 3,100-acre tract of state-owned land on a peninsula known as Narrow Cape. Construction for the project would involve (1) upgrading about 3 km of gravel access road; (2) creating two laydown areas for construction equipment; (3) building a launch control center, a payload processing facility, the launch area, and a water pumphouse; and (4) expanding an existing borrow pit to obtain fill material. Construction would disturb approximately 43 acres, including about 1.5 acres of wetlands, most of which is adjacent to the gravel road leading to the launch complex.

To launch launch vehicles from KLC, fee-paying customers would (1)