

when there was light traffic at the checkpoint and when the screener and when the screener had only been at her station for 10 minutes. At the same time, the aggravating factors present did not warrant the imposition of the \$10,000 maximum civil penalty. It was held that \$7,500 was an appropriate penalty based upon the totality of the circumstances, including the air carrier's success rate at detecting test objects at that checkpoint before this incident as well as the screener's serious neglect of duties.

Commercial Reporting Services of the Administrator's Civil Penalty Decisions and Orders

1. *Commercial Publications*: The Administrator's decisions and orders in civil penalty cases are now available in the following commercial publications:

AvLex, published by Aviation Daily, 1156 15th Street, NW, Washington, DC 20005, (202) 822-4669;

Civil Penalty Cases Digest Service, published by Hawkins Publishing Company, Inc., P.O. Box 480, Mayo, MD, 21106, (410) 798-1577;

Federal Aviation Decisions, Clark Boardman Callaghan, 50 Broad Street East, Rochester, NY 14694, (716) 546-1490.

2. *Disks/CD-ROM*. The decisions and orders may be obtained on disk from Aviation Records, Inc., P.O. Box 172, Battle Ground, WA 98604, (206) 896-0376. Aeroflight Publications, P.O. Box 854, 433 Main Street, Gruver, TX 79040 (806) 733-2483, is placing the decisions on CD-ROM.

3. *On-Line Services*. The Administrator's decisions and orders in civil penalty cases are available on CompuServe, FedWorld, and Westlaw. The Database ID for Westlaw is FTRAN-FAA.

The FAA has stated previously that publication of the subject-matter index and the digests may be discontinued once a commercial reporting service publishes similar information in a timely and accurate manner. No decisions has been made yet on this matter, and for the time being, the FAA will continue to prepare and publish the subject matter index and digests.

FAA Offices

The Administrator's decisions and orders, indexes, and digests are available for public inspection and copying at the following location in FAA headquarters:

FAA Hearing Docket, Federal Aviation Administration, 800 Independence Avenue, SW., Room 924A, Washington, DC 20591; (202) 267-3641.

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC-7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954-3296.

Office of the Assistant Chief Counsel for the Alaskan Regional (AAL-7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AK 99513; (907) 271-5269.

Office of the Assistant Chief Counsel for the Central Region (ACE-7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426-5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA-7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553-3285.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL-7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294-7108.

Office of the Assistant Chief Counsel for the New England Region (ANE-7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803-5299; (617) 238-7050.

Office of the Assistant Chief Counsel for the Northwest Mountain Region (ANM-7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, WA 98055-4056; (206) 227-2007.

Office of the Assistant Chief Counsel for the Southern Region (ASO-7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305-5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW-7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; (817) 222-5087.

Office of the Assistant Chief Counsel for the Technical Center (ACT-7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485-7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP-7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725-7100.

Issued in Washington, DC on July 10, 1996.
James S. Dillman,
Assistant Chief Counsel for Litigation.

[FR Doc. 96-18279 Filed 7-17-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Finding of No Significant Impact

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Finding of No Significant Impact.

SUMMARY: Notice is hereby given that the Federal Aviation Administration (FAA) has made a finding of no significant impact (FONSI) with respect to the potential programmatic environmental impacts related to the construction and operation of its proposed Wide Area Augmentation System (WAAS).

FOR FURTHER INFORMATION CONTACT: Ms. Susan Burmester, Federal Aviation Administration, (202) 358-5408.

SUPPLEMENTARY INFORMATION:

Proposed Action

The Federal Aviation Administration (FAA) is proposing to construct and operate an enhanced aircraft navigation system consisting of a nationwide system of hardware and software and four transmitting antenna sites known as ground earth stations (GESs). The collective system is known as the Wide Area Augmentation System (WAAS). The WAAS would augment existing Department of Defense (DoD)-provided Global Positioning System (GPS) navigational information for civil aviation use. The WAAS would receive, process, and correct data from existing GPS satellites and transmit navigation corrections to existing communications satellites. The communications satellites would transmit enhanced GPS information to aircraft that would be equipped with WAAS receivers to use this information for navigation. This satellite-based system would be used to supplement the existing navigation system, providing better navigational information to aircraft and thus enhancing safety.

In order to implement WAAS, the FAA would use existing GPS satellites and geostationary earth orbiting (GEO) communication satellites, construct wide area reference stations (WRSs) and wide area master stations (WMSs), and lease GES transmitting antenna facilities to provide additional accuracy, availability, and integrity of information provided by the existing civilian available GPS. The 29 WRSs and WMSs to be constructed would each consist of three 32 inch diameter receiving antennas on 6 foot supports with attached weather sensors. These antennas would be mounted on existing FAA facilities and connected by cable to additional interior equipment. The four

GES facilities to be leased would consist of a transmitter control building and one to three 54 foot (16.4 meter) diameter parabolic antenna dishes.

Purpose

One of the FAA's long-term goals is to provide accurate, available, and reliable navigational data to enhance airspace safety in a cost-effective manner. In order to meet this goal, the FAA proposes to implement the initial WAAS which would provide 100% availability of navigational information throughout the national airspace, avoid ground-based reflection and signal interference problems, provide accurate position information, and support an unlimited number of users. By augmenting the existing navigation system to provide accurate aircraft position information to an unlimited number of pilots throughout national airspace, the initial WAAS would provide a safer, more efficient navigation system in accordance with the FAA's mission. The initial WAAS program would be a supplemental navigation system, only; the initial WAAS is expected to neither increase air traffic nor alter existing air routes.

Environmental Impacts

No significant environmental impacts were identified at the programmatic level. No significant programmatic impacts to the physical setting, including electromagnetic fields and air and water quality; land use/land management; biological resources; cultural/historical resources; or socioeconomics were identified. Any potential environmental effects that might occur due to activities associated with the proposed initial WAAS have been determined to be associated with activities at specific sites. These potential environmental effects and mitigation alternatives will be addressed in the site-specific environmental analyses to be prepared for the individual actions to implement this program. If site-specific environmental analyses indicate potentially significant environmental impacts at the preferred individual sites, FAA would take steps to mitigate potential significant effects or change the specific sites to avoid such impacts. This FONSI for the Programmatic EA does not preclude the relocation of the specific sites if an environmental analysis shows the potential for significant impact.

The proposed initial WAAS will use existing FAA facilities and lease GES services from existing sites and is consistent with community planning at the programmatic level.

Alternatives

The FAA completed an analysis of various alternative navigation concepts with the potential to meet the FAA's long-term navigation goals. Alternatives other than the initial WAAS that were considered were the enhancement of the existing navigation system (very high frequency omnidirectional ranges, distance measuring equipment, and instrument landing systems); use of existing long-range, local-area differential GPS; and receiver autonomous integrity monitoring. None of these alternatives met the technical needs of the FAA. The "no action" alternative, the continued operation of the existing system without providing a supplemental navigation system, was also considered. It was found to have no significant environmental impacts. However, it does not meet the FAA's long-term goals of increased navigational accuracy, availability, and system integrity.

Conclusion

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Approved: Raymond J. Swider, Jr.

Date: July 12, 1996.

Order

The foregoing actions are directed to be taken, and determinations and approvals are made, under the authority of Title 49 U.S.C. 44502(a)(1) (formerly Section 307 of the Federal Aviation Act of 1958) to acquire, establish, improve, operate, and maintain air navigation facilities.

Right of Appeal

This order constitutes final agency action under 49 U.S.C. 46110, for construction and operation of the initial WAAS. Any party to this proceeding having a substantial interest may appeal the order to the Courts of Appeals of the United States or the District of Columbia upon petition, filed within 60 days after issuance of this order.

Issued in Washington, DC on July 10, 1996.

Raymond J. Swider, Jr.,

WAAS Project Manager, Satellite Program Office, AND-510, FAA Headquarters.

[FR Doc. 96-18205 Filed 7-17-96; 8:45 am]

BILLING CODE 4910-01-P

RTCA, Inc., Special Committee 147; Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee (SC) 147 meeting to be held August 6-7, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review of Meeting Agenda; (3) Review and Approval of Minutes of the Previous Meeting; (4) Report of Working Group Activities: a. Operations Working Group/Enhancements Working Group; b. Requirements Working Group; (5) Report on SC-186 Activities; (6) Report on FAA TCAS Program Activities: a. TCAS I; b. TCAS II; c. TCAS IV; d. ATC Applications Activities; (7) Review and Update of Verification and Validation Process; (8) Review Schedule and Milestone Status for Version 7; (9) Review of Action Items From Last Meeting: a. Letter to TMC Concerning Mode S Crosslink; b. FAA Response to Inquiry about Certification Requirements for Proposed DO-185A Version 7-based TCAS; c. Review Revised TOR for OWG; (10) Other Business; (11) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on July 12, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-18278 Filed 7-17-96; 8:45 am]

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