

Total estimated PFC revenue:

\$275,946,489

Brief description of proposed projects:
Midway Terminal Development.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi

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 City of Chicago Department of Aviation.

Issued in Des Plaines, Illinois on July 14, 1995.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95-17906 Filed 7-19-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at University of Illinois—Willard Airport, Champaign, Illinois

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 the revenue from a PFC at the University of Illinois—Willard Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before August 21, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon, Room 260, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Louis Midiri, Airport Manager of the University of Illinois—Willard Airport at the following address: University of Illinois—Willard Airport, Institute of Aviation, Savoy, Illinois 61874.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the University of Illinois—Willard Airport under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Philip M. Smithmeyer, Assistant Manager, Chicago Airports District Office, 2300 E. Devon, Room 260, Des Plaines, Illinois 60018, (708) 294-7434. 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 to impose and use the revenue from a PFC at the University of Illinois—Willard Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 16, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the University of Illinois—Willard Airport 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 September 5, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:
November 1, 1995

Proposed charge expiration date:
November 1, 1998

Total estimated PFC revenue:
\$1,184,250

Brief description of proposed project(s):
Reimbursement for local share of Part 107 security plan, Reimbursement for local share of high-speed snow broom, Reimbursement for acquisition of snow broom, Reimburse local funds for design and construction of snow removal equipment building, Phase 1 reconstruction of Runway's 18/36 and 14R/32L, Reimbursement of local share for PFC administration, Acquire snow removal equipment, Reimburse advance plans for the construction of 14L/32R, and Phase 2 reconstruction of Runway 14R/32L.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 Air Taxi/Commercial Operators

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 University of Illinois—Willard Airport.

Issued in Des Plaines, Illinois on July 14, 1995.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95-17907 Filed 7-19-95; 8:45 am]

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Coast Guard

[CGD 95-060]

Differential Global Positioning System; Brunswick, Maine: Environmental Assessment and Finding

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has prepared a programmatic Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for its activating a broadcast site of the Differential Global Positioning System (DGPS) service at Brunswick, Maine. The EA concludes that there will be no significant impact on the environment and that preparation of an Environmental Impact Statement will not be necessary. This Notice announces the availability of the EA and FONSI and solicits comments on them.

DATES: Comments must be received on or before August 21, 1995.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council, Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT:

CWO Roger Hughes, United States Coast Guard Navigation Center, at (703) 313-5889. Copies of the EA and FONSI may be obtained by calling Mr. Hughes, or by faxing a request to him at (703) 313-5920. Copies of the EA—without enclosures—may also be obtained on the Electronic Bulletin Board System (BBS) at the Navigation Information Service (NIS) in Alexandria, Virginia, at (703) 313-5910. For information about the BBS, call the watchstander of NIS at (703) 313-5900.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to submit comments on the EA and FONSI, which are available as stated in the previous two paragraphs. It may revise the EA and the FONSI in view of the comments. If it does, it will announce their availability

in revised form by a later notice in the **Federal Register**.

Background

As required by Congress, the Coast Guard is preparing to install the equipment necessary to implement DGPS service in the northeastern United States. DGPS uses a new radionavigation technique that improves upon the 100-meter accuracy of the existing Global Positioning System to provide an accuracy of 8 to 20 meters. For vessels, this degree of accuracy is crucial for precise electronic navigation in harbors and their approaches: It will reduce the number of groundings, collisions, personal injuries, fatalities, and spills of hazardous cargo resulting from such incidents.

After extensive study, the Coast Guard has chosen a site at Naval Air Station (NAS) Brunswick, Maine, instead of the originally planned site at Bass Harbor Lighthouse, Maine, as a site for installation of DGPS equipment. Significant concerns had been raised about installing the equipment at Bass Harbor Lighthouse with regard to the impact on people visiting the adjacent Acadia National Park and to the scenic value of the Lighthouse itself. But DGPS signals will be transmitted in the marine-radiobeacon frequency band—283.5 to 325 KHz—using less than 25 watts' effective radiated power. Signals transmitted at these low frequencies and this low power have not been found harmful even to the immediate environment.

Proposed Installation at NAS Brunswick

(a) Site—NAS Brunswick, near the town of Brunswick, already accommodates radio antennas and other electronic equipment.

(b) Radiobeacon antenna—The Coast Guard will install a 90-foot guyed antenna with an accompanying ground plane. A ground plane for this antenna consists of around 120 radials, each of 6-gauge copper wire, buried 6 inches or less below the soil and projecting from the base of the antenna. The best length for a radial is 300 feet; but the actual length may be shorter, with little or no loss of efficiency, to make the radials fit within the boundaries of the property. Whenever it can, the Coast Guard will bury the radials by the cable-plow method so as to minimize disturbance of the soil.

(c) DGPS antennas—The Coast Guard will mount six receiving antennas, none higher than 18 inches or broader in base-diameter than 24 inches, on top of an existing building. These antennas support the primary and backup

reference receivers and the integrity monitors.

(d) Equipment shelter—The Coast Guard will house the DGPS equipment inside an existing building.

(e) Utilities—The Coast Guard will use available commercial power as the primary source for the antennas, the DGPS equipment, and the other electronic equipment. It will use a telephone line run to the site for operating and monitoring from off the site.

Finding

The Coast Guard has determined that implementing DGPS service at NAS Brunswick will neither have a significant impact on the quality of the human environment nor require preparation of an Environmental Impact Statement.

Dated: July 17, 1995.

Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.
[FR Doc. 95-17876 Filed 7-19-95; 8:45 am]

BILLING CODE 4910-14-M

[CGD-95-059]

National Environmental Policy Act Environmental Assessments for the Second, Fifth, and Ninth Coast Guard Districts' Marine Events

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969; the Council of Environmental Quality Regulations; and the Coast Guard National Environmental Policy Act (NEPA) Implementing Procedures, the Coast Guard gives notice of the availability of Environmental Assessments (EA's) and proposed Findings of No Significant Impacts (FONSI's) for public review. The EA's and proposed FONSI's have been prepared for marine event permitting in the Greater Mississippi Drainage by the Second Coast Guard District; marine event permitting in the Mid-Atlantic Seaboard by the Fifth Coast Guard District; and marine event permitting in the Great Lakes by the Ninth Coast Guard District.

DATES: Comments must be received on or before August 21, 1995.

ADDRESSES: Comments, questions, or requests for copies of the EA's and proposed FONSI's should be sent to Gary Nelson, U.S. Coast Guard Civil Engineering Unit, room 2179, 1240 East Ninth Street, Cleveland, Ohio, 44199-2060. The comments will be available

for inspection and copying at the address listed above. Normal office hours are between 8 a.m. and 4 p.m., Monday through Friday, except holidays. Comments may also be hand delivered to this address.

FOR FURTHER INFORMATION CONTACT: Gary Nelson, U.S. Coast Guard, Civil Engineering Unit, (216) 522-3934 ext. 635.

SUPPLEMENTARY INFORMATION:

Proposed Action

The preparation and announcement of EA's and proposed FONSI's on marine event permitting for the Second, Fifth, and Ninth Coast Guard Districts.

Alternatives

Not permitting the marine events was the only alternative identified.

Coordination

In accordance with the National Environmental Policy Act, as amended and Coast Guard policy, the Coast Guard encourages all interested or affected parties to participate in the public review process. This process includes public participation to integrate information regarding public needs and concerns into the environmental document. Comments should specifically describe environmental issues or topics which the commentator believes the document should address.

Discussion of Announcement

These EA's and proposed FONSI's address the impact of permitting several marine events for festivals, parades, swimming competition, paddling, rowing, floating, windsurfing, sailing races over 50 or 100 craft, fireworks displays, water-skiing, fishing tournaments, powerboat races, and air shows. During 1995 and each year thereafter the Coast Guard proposes to permit these events within the Districts.

The Coast Guard issues Marine Event Permits pursuant to 33 U.S.C. 1233 as set out in the authority citation for all of 33 CFR Part 100. Marine Event Permits represent a federal agency action subject to review procedures established to implement the National Environmental Policy Act (NEPA). In a Notice of Final Agency Procedures published in (59 FR 38654; July 29, 1994) the Coast Guard revised its procedures and policies concerning certain agency actions which it has determined would have no significant individual or cumulative effects on the human environment. In accordance with the National Environmental Policy Act, these actions are categorically excluded from the requirement for