

because AST's review indicates that there is no substantially superior alternative site from an environmental standpoint.

In designing the KLC, efforts were made to avoid wetlands when possible. The payload processing area and the access road to the launch area were sited to avoid wetland disturbance, and the launch control center was redesigned to minimize wetland impacts. The launch control center, however, must be located a minimum distance from the launch area and must have a direct view of the launch area. The only alternative for siting the launch control center to completely avoid wetlands would have required access road construction that would have affected more wetlands. The only alternative that would have avoided wetlands destruction in upgrading Pasagshak Point Road would have involved extensive road relocation, substantial destruction of non-wetland habitat, and prohibitive expense. Because of these factors, no practicable alternatives to wetlands destruction were available (See Section 4.5.1.1 of the EA). The Alaska District of the U.S. Army Corps of Engineers issued a public notice regarding project construction and wetlands involvement on September 7, 1995, providing the public and appropriate state and Federal agencies an opportunity for early review of wetlands impacts.

MONITORING AND MITIGATION:

Construction and operation of the KLC will include development of a Natural Resources Management Plan that will address monitoring and mitigation activities for special status species, as discussed in Section 5.13 of the EA. If monitoring detects adverse impacts greater than those identified in the EA, AADC would take action, if possible, to avoid or eliminate further similar impacts.

DETERMINATION: 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. Therefore, an Environmental Impact Statement for the proposed action would not be required.

Issued in Washington, DC, on June 18, 1996.

Frank C. Weaver,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 96-16108 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-P

Commercial Space Transportation Advisory Committee; Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee open meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Thursday, July 25, 1996, from 8:30 a.m. to 1:00 p.m. in Room 2230 of the Department of Transportation's Headquarters building at 400 Seventh Street, SW, in Washington, D.C. This will be the twenty-third meeting of the COMSTAC.

The agenda for the meeting will include reports from the respective COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and other related topics.

The meeting is open to the public; however, space may be limited.

FOR FURTHER INFORMATION CONTACT: Brenda Parker, (AST-100), Associate Administrator for Commercial Space Transportation, 400 7th Street SW, Room 5415, Washington, DC 20590, telephone (202) 366-2932.

Dated: June 19, 1996.

Frank C. Weaver,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 96-16107 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-P

Notice of Intent To Rule on Application to Impose a Passenger Facility Charge (PFC) at Arcata/Eureka Airport (ACV), Eureka, CA and Use the Revenue at (ACV) and Rohnerville Airports

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 a PFC at Arcata/Eureka Airport and use the revenue from a PFC at ACV and Rohnerville Airports 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).

DATES: Comments must be received on or before July 25, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John Murray, Public Works Director, County of Humboldt, at the following address: 1106 Second Street, Arcata, California 95521. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Humboldt under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (415) 876-2805. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA purposes to rule and invites public comment on the application to impose a PFC at Arcata/Eureka Airport (ACV), Eureka, CA and use the revenue at ACV and Rohnerville Airports 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 29, 1996, the FAA determined that the application to impose and use a PFC submitted by the County of Humboldt was not substantially complete within the requirements of section 158.25 of Part 158. The application did not include alternative uses for the impose only project. On May 9, 1996, the County of Humboldt supplemented their application with the required information.