

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.*

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#### **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.*

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