

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]

BILLING CODE 4810-13-M

**Surface Transportation Board<sup>1</sup>****[STB Finance Docket No. 32987]****R.J. Corman Railroad Company/  
Allentown Lines, Inc.; Acquisition and  
Operation Exemption—Lines of  
Consolidated Rail Corporation**

R.J. Corman Railroad Company/  
Allentown Lines, Inc. (RJCN), a  
noncarrier, has filed a verified notice of  
exemption under 49 CFR 1150.31 to  
acquire and operate approximately 6.73  
miles of rail line in the vicinity of  
Allentown, PA, (the Allentown Cluster),  
which is owned by Consolidated Rail  
Corporation as follows: (i) the Lehigh  
Industrial Track between East Penn  
Junction approximately milepost 92.835  
and Fullerton approximately milepost  
96.709; (ii) the Barber's Quarry  
Industrial Track from approximately  
milepost 93.144 to milepost 95.089; and  
(iii) the Allentown Industrial Track from  
approximately milepost 0.0 to milepost  
0.908.

The transaction was expected to be  
consummated on or after July 8, 1996.

This transaction is related to STB  
Finance Docket No. 32988, *Richard J.  
Corman—Continuance in Control  
Exemption—R.J. Corman Railroad  
Company/Allentown Lines, Inc.*,  
wherein Richard J. Corman has  
concurrently filed a verified notice to  
continue in control of RJCN, upon its  
becoming a Class III rail carrier.

If the verified notice contains false or  
misleading information, the exemption  
is void *ab initio*. Petitions to reopen the  
proceeding to revoke the exemption  
under 49 U.S.C. 10502(d) may be filed  
at any time. The filing of a petition to  
revoke will not automatically stay the  
transaction.

An original and 10 copies of all  
pleadings, referring to STB Finance  
Docket No. 32987, must be filed with  
the Surface Transportation Board, Office  
of the Secretary, Case Control Branch,  
1201 Constitution Avenue, N.W.,  
Washington, DC 20423. In addition, a  
copy of each pleading must be served on  
Kevin M. Sheys, Esq., Oppenheimer  
Wolff & Donnelly, 1020 Nineteenth

Street, N.W., Suite 400, Washington, DC  
20036.

Dated: July 11, 1996.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

Vernon A. Williams,

*Secretary.*

[FR Doc. 96-18127 Filed 7-17-96; 8:45 am]

BILLING CODE 4915-00-P

**[STB Finance Docket No. 32988]****Richard J. Corman—Continuance in  
Control Exemption; R.J. Corman  
Railroad Company/Allentown Lines,  
Inc.**

Richard J. Corman (Corman), a  
noncarrier, has filed a notice of  
exemption to continue in control of R.J.  
Corman Railroad Company/Allentown  
Lines, Inc. (RJCN), upon RJCN's  
becoming a Class III rail carrier.

The transaction was expected to be  
consummated on July 8, 1996.

This transaction is related to STB  
Finance Docket No. 32987, *R.J. Corman  
Railroad Company/Allentown Lines,  
Inc.—Acquisition and Operation  
Exemption—Lines of consolidated Rail  
Corporation*, wherein RJCN seeks to  
acquire and operate certain rail lines  
from Consolidated Rail Corporation.

Corman owns and controls five  
existing Class III common carriers by  
rail: R.J. Corman Railroad Company/  
Pennsylvania Lines, Inc., operating in  
Pennsylvania; R.J. Corman Railroad  
Corporation, operating in Kentucky; R.J.  
Corman Railroad Company/Memphis  
Line, operating in Tennessee and  
Kentucky; R.J. Corman Railroad  
Company/Western Ohio Line, operating  
in Ohio; and R.J. Corman Railroad  
Company/Cleveland Line, operating in  
Ohio.

Corman states that: (i) The railroads  
will not connect with each other or any  
railroads in their corporate family; (ii)  
the continuance in control is not part of  
a series of anticipated transactions that  
would connect the railroads with each  
other or any railroad in their corporate  
family; and (iii) the transaction does not

involve a Class I carrier. Therefore, the  
transaction is exempt from the prior  
approval requirements of 49 U.S.C.  
11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board  
may not use its exemption authority to  
relieve a rail carrier of its statutory  
obligation to protect the interests of its  
employees. Section 11326(c), however,  
does not provide for labor protection for  
transactions under sections 11324 and  
11325 that involve only Class III rail  
carriers. Because this transaction  
involves Class III rail carriers only, the  
Board, under the statute, may not  
impose labor protective conditions for  
this transaction.

If the notice contains false or  
misleading information, the exemption  
is void *ab initio*. Petitions to revoke the  
exemption under 49 U.S.C. 10502(d)  
may be filed at any time. The filing of  
a petition to revoke will not  
automatically stay the transaction.

An original and 10 copies of all  
pleadings, referring to STB Finance  
Docket No. 32988, must be filed with  
the Surface Transportation Board, Office  
of the Secretary, Case Control Branch,  
1201 Constitution Avenue, N.W.,  
Washington, DC 20423. In addition, a  
copy of each pleading must be served on  
Kevin M. Sheys, Esq., Oppenheimer  
Wolff & Donnelly, 1020 Nineteenth  
Street, Suite 400, Washington, DC  
20036.

Decided: July 11, 1996.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

Vernon A. Williams,

*Secretary.*

[FR Doc. 96-18128 Filed 7-17-96; 8:45 am]

BILLING CODE 4915-00-P

**RAILROAD RETIREMENT BOARD****Notification of Item Added to Agenda;  
Sunshine Acting Meeting**

On July 12, 1996, the Board voted  
unanimously to add one item to its  
agenda for the July 17, 1996 Board  
Meeting:

(8) Preparing for fiscal year 1997  
funding estimates.

Date: July 15, 1996.

Beatrice Ezerski,

*Secretary to the Board.*

[FR Doc. 96-18341 Filed 7-17-96; 9:57 am]

BILLING CODE 7905-01-M

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.