

The GESs will transmit this information to communications satellites. The communication satellites will rebroadcast the data for navigational use by aircraft.

Generally, a WRS will be composed of computer processors, time synchronization equipment, and GPS receivers. It will require no more than 50 square feet within an existing FAA facility. Additionally, three GPS antennas will be installed on the roof of the facility. These antennas will be similar in size to existing roof mounted antennas, but will include a small dome approximately 18 inches in diameter.

A WMS will be composed of a WRS and communication equipment that will connect all of the WRSs and GESs to the WMSs. This equipment will require no more than 150 square feet within an existing FAA facility.

The proposed WAAS would be composed of 29 sites at existing FAA facilities and 4 GES sites. Five of these 29 sites will constitute the Functional Verification System (FVS): Atlantic City, NJ; Bangor, ME; Dayton, OH; Oklahoma City, OK; and Wilmington, NC. The FVS will be the testbed for the WAAS. All sites are WRSs with the exception of Atlantic City and Oklahoma City, which are WMSs. Listed below are the remaining 24 sites that would compose the initial operational system for the WAAS. All sites are WRSs with the exception of Nashua and Palmdale, which are WMSs:

Albuquerque, NM
Anchorage, AK
Auburn, WA
Aurora, IL
Billings, MT
Farmington, MN
Forth Worth, TX
Fremont, CA
Hampton, GA
Honolulu, HI
Houston, TX
Indianapolis, IN
Jacksonville, FL
Leesburg, VA
Longmont, CO
Memphis, TN
Miami, FL
Nashua, NH
Oberlin, OH
Olathe, KS
Palmdale, CA
Ronkonkoma, NY
Salt Lake City, UT
San Juan, PR

The four proposed WAAS GES sites would be located on the east and west coasts of the continental United States. Two of the proposed GES sites would be located at existing facilities in: Whitinsville, MA and Brewster, WA.

Two of the proposed GES sites will be developed in the vicinity of Hampton, GA and in the vicinity of Palmdale-Rosamond, CA.

The programmatic EA will include a discussion of the proposed action and alternatives, the affected environment, potential impacts or consequences of the proposed action, and potential mitigation measures.

Alternatives

In addition to the proposed action, the following alternatives will be considered in the programmatic EA: (1) enhancement of the existing navigation system, (2) the no action alternative under which the existing navigation system would be maintained.

Public Scoping

The FAA is conducting a scoping process for the programmatic EA and the four GES EAs. The national scoping meeting for the programmatic EA will address the overall WAAS architecture. This meeting will be held in the vicinity of Washington, DC on or about Tuesday, September 19. Further information regarding the programmatic EA and the four GES EAs will be announced in national and local newspapers of general circulation.

Issued in Washington, DC on August 11, 1995.

James C. Johns,

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

[FR Doc. 95-20264 Filed 8-15-95; 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 Dubuque Regional Airport, Dubuque, IA

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 Dubuque Regional 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 September 15, 1995.

ADDRESSES: Comments on this application may be mailed or delivered

in triplicate to the FAA at the following address:

Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Paul Frommelt, Chairman, Dubuque Airport Commission, Dubuque, Iowa, at the following address: Dubuque Regional Airport, 11000 Airport Road, Dubuque, Iowa.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Dubuque Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ellie Anderson, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4728. 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 a PFC at Dubuque Regional 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 August 4, 1995 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Dubuque Regional Airport, Dubuque, Iowa, 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 November 17, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: February 1, 1996

Proposed charge expiration date: November 1, 1999

Total estimated PFC revenue: \$394,694

Brief description of proposed project(s): Rwy 13/31 Rehabilitation; acquire snow removal equipment (runway broom); replace emergency generator; terminal area sidewalk replacement; replace landside lighting system; and reconstruct t-hangar taxi lane areas.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.