when there was light traffic at the checkpoint and when the screener and when the screener had only been at her station for 10 minutes. At the same time, the aggravating factors present did not warrant the imposition of the $10,000 maximum civil penalty. It was held that $7,500 was an appropriate penalty based upon the totality of the circumstances, including the air carrier’s success rate at detecting test objects at that checkpoint before this incident as well as the screener’s serious neglect of duties.

Commercial Reporting Services of the Administrator’s Civil Penalty Decisions and Orders

1. Commercial Publications: The Administrator’s decisions and orders in civil penalty cases are now available in the following commercial publications: AvLex, published by Aviation Daily, 1156 15th Street, NW, Washington, DC 20005; (202) 822–4669; Civil Penalty Cases Digest Service, published by Hawkins Publishing Company, Inc., P.O. Box 480, Mayo, MD, 21106; (410) 798–1577; Federal Aviation Decisions, Clark Boardman Callaghan, 50 Board Street East, Rochester, NY 14694; (716) 546–1490.

2. Disks/CD-ROM, the decisions and orders may be obtained on disk from Aviation Records, Inc., P.O. Box 172, Battle Ground, WA 98604; (206) 896–0376. Aeroflight Publications, P.O. Box 854, 433 Main Street, Gruver, TX 79040; (310) 725–7100.

3. On-Line Services. The Administrator’s decisions and orders in civil penalty cases are available on Compuserve, FedWorld, and Westlaw. The Database ID for Westlaw is FTRAN±FAA.

The FAA has stated previously that publication of the subject-matter index and the digests may be discontinued once a commercial reporting service publishes similar information in a timely and accurate manner. No decisions has been made yet on this matter, and for the time being, the FAA will continue to prepare and publish the subject matter index and digests.

FAA Offices

The Administrator’s decisions and orders, indexes, and digests are available for public inspection and copying at the following locations in FAA headquarters:

Office of the Assistant Chief Counsel for the Aeronautical Center (AMC–7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954–3296.

Office of the Assistant Chief Counsel for the Alaskan Regional (AAL–7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AK 99513; (907) 271–5269.

Office of the Assistant Chief Counsel for the Central Region (ACE–7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426–5446.

Office of the Assistant Chief Counsel for the Eastern Region (AEA–7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553–3285.

Office of the Assistant Chief Counsel for the Great Lakes Region (AGL–7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294–7108.


Office of the Assistant Chief Counsel for the Southern Region (ASO–7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305–5200.

Office of the Assistant Chief Counsel for the Southwest Region (ASW–7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137–4298; (817) 222–5087.

Office of the Assistant Chief Counsel for the Technical Center (ACT–7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485–7087.

Office of the Assistant Chief Counsel for the Western-Pacific Region (AWP–7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725–7100.

Issued in Washington, DC on July 10, 1996.

James S. Dillman,
Assistant Chief Counsel for Litigation.
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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.