

accelerated approval of the proposal is appropriate in order to allow the Phlx to continue to have rules in place for OTC/UTP trading. Further, the Phlx OTC/UTP Pilot Program and the accompanying rules have been noticed previously in the **Federal Register** for the full statutory period, and the Commission received no comments on the proposal.¹¹

It is therefore ordered, pursuant to Section 19(b)(2)¹² that the proposed rule change is hereby approved on a pilot basis through February 12, 1996.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹³

Margaret H. McFarland,

Deputy Secretary.

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Issuer Delisting; Notice of Application To Withdraw From Listing and Registration; (Tridex Corp.; Common Stock, No Par Value) File No. 1-5513

August 10, 1995.

Tridex Corporation ("Company") has filed an application with the Securities and Exchange Commission ("Commission"), pursuant to Section 12(d) of the Securities Exchange Act of 1934 ("Act") and Rule 12d2-2(d) promulgated thereunder, to withdraw the above specified security ("Security") from listing and registration on the American Stock Exchange, Inc. ("Amex").

The reasons alleged in the application for withdrawing the Security from listing and registration include the following:

According to the Company, the Board of Directors of the Company adopted resolutions on July 19, 1995 to withdraw the Security from listing on the Amex and instead, to list such Security on the National Association of Securities Dealers Automated Quotations National Market System ("Nasdaq/NMS").

The decision of the Board followed a thorough study of the matter and was based upon the belief that listing the Security on the Nasdaq/NMS will be more beneficial to the Company's stockholders than the present listing on the Amex for the following reasons. According to the Company, there seems to be a hesitance on the part of many trading firms to trade or market the Security on the Amex. This, the Company believes, has resulted in the

usually thin trading in the Security. The Company also believes money managers, taking a position in stock of companies of our size, prefer to work with a specific market know and trust, rather than deal with an Amex specialist. Further, the Company believes that greater sponsorship is available in the Nasdaq/NMS through market makers, and these market makers are more likely to issue research reports on the Company. Overall, the Company believes that listing on the Nasdaq/NMS will improve the visibility of the Company's Security and enhance the corporate image.

Any interested person may, on or before August 31, 1995, submit by letter to the Secretary of the Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549, facts bearing upon whether the application has been made in accordance with the rules of the exchanges and what terms, if any, should be imposed by the Commission for the protection of investors. The Commission, based on the information submitted to it, will issue an order granting the application after the date mentioned above, unless the Commission determines to order a hearing on the matter.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Jonathan G. Katz,

Secretary.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent (NOI) To Prepare a Programmatic Environmental Assessment (EA) and Four Site-Specific Environmental Assessments (EAs) for the Proposed National Wide Area Augmentation System (WAAS)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare a Programmatic EA for four site-specific EAs.

SUMMARY: The Federal Aviation Administration (FAA) announces its intent to prepare a programmatic environmental assessment (EA) and four site-specific environmental assessments (EAs) for the proposed construction and operation of the following:

(1) A nationwide system of hardware and software, and

(2) Four antenna sites, called ground earth stations (GESs), collectively known as the Wide Area Augmentation System (WAAS). The WAAS will receive, process, correct data from Global Positioning System (GPS) satellites, and transmit navigation corrections to communication satellites. An aircraft equipped with a WAAS receiver will navigate using the signals from the communication satellites. This satellite-based navigation system will provide better navigation information to aircraft, thus enhancing safety. Senate Report 103-310 of the Committee on Appropriations, Department of Transportation and Related Agencies Appropriations, fiscal year 1995, stated that the WAAS schedule "should be accelerated to enable a quicker realization of what promises to be significant benefits to aviation system users."

The FAA is conducting a scoping process for the programmatic EA and the four GES EAs. The scoping process will consist of a 30-day period for written comments.

DATES: Written comments on the scope of the programmatic EA will be accepted at the address below until September 29, 1995. Comments submitted after the September 29 deadline will be considered to the extent practicable.

ADDRESSES: Written comments on the scope of the programmatic EA may be sent to the FAA at the following address: Federal Aviation Administration, Satellite Program Office, ATTN: Ms. Susan Burmester, AND-510, 800 Independence Avenue, S.W., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Susan Burmester, Federal Aviation Administration, (202) 358-5408.

SUPPLEMENTARY INFORMATION: The FAA's WAAS is a system consisting of equipment and software which will augment the existing U.S. Department of Defense (DoD)-provided GPS Standard Positioning System (SPS). The WAAS will provide a signal to aircraft to support more precise navigation and landing capabilities.

The GPS satellite data will be received and processed at widely dispersed sites, referred to as Wide Area Reference Stations (WRSs). The WRS will transmit these data via existing communication links to central data processing sites, referred to as Wide Area Master Stations (WMSs). The WMSs will determine the integrity, differential corrections, residual errors, and ionospheric information for each monitored GPS satellite. Then, these calculations will be sent to the GESs.

¹¹See *supra* note 4.

¹² 15 U.S.C. § 78s(b)(2) (1988).

¹³ 17 CFR 200-30-3(a)(12) (1991).