

because AST's review indicates that there is no substantially superior alternative site from an environmental standpoint.

In designing the KLC, efforts were made to avoid wetlands when possible. The payload processing area and the access road to the launch area were sited to avoid wetland disturbance, and the launch control center was redesigned to minimize wetland impacts. The launch control center, however, must be located a minimum distance from the launch area and must have a direct view of the launch area. The only alternative for siting the launch control center to completely avoid wetlands would have required access road construction that would have affected more wetlands. The only alternative that would have avoided wetlands destruction in upgrading Pasagshak Point Road would have involved extensive road relocation, substantial destruction of non-wetland habitat, and prohibitive expense. Because of these factors, no practicable alternatives to wetlands destruction were available (See Section 4.5.1.1 of the EA). The Alaska District of the U.S. Army Corps of Engineers issued a public notice regarding project construction and wetlands involvement on September 7, 1995, providing the public and appropriate state and Federal agencies an opportunity for early review of wetlands impacts.

MONITORING AND MITIGATION:

Construction and operation of the KLC will include development of a Natural Resources Management Plan that will address monitoring and mitigation activities for special status species, as discussed in Section 5.13 of the EA. If monitoring detects adverse impacts greater than those identified in the EA, AADC would take action, if possible, to avoid or eliminate further similar impacts.

DETERMINATION: 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. Therefore, an Environmental Impact Statement for the proposed action would not be required.

Issued in Washington, DC, on June 18, 1996.

Frank C. Weaver,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 96-16108 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-P

Commercial Space Transportation Advisory Committee; Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee open meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Thursday, July 25, 1996, from 8:30 a.m. to 1:00 p.m. in Room 2230 of the Department of Transportation's Headquarters building at 400 Seventh Street, SW, in Washington, D.C. This will be the twenty-third meeting of the COMSTAC.

The agenda for the meeting will include reports from the respective COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and other related topics.

The meeting is open to the public; however, space may be limited.

FOR FURTHER INFORMATION CONTACT: Brenda Parker, (AST-100), Associate Administrator for Commercial Space Transportation, 400 7th Street SW, Room 5415, Washington, DC 20590, telephone (202) 366-2932.

Dated: June 19, 1996.

Frank C. Weaver,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 96-16107 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-P

Notice of Intent To Rule on Application to Impose a Passenger Facility Charge (PFC) at Arcata/Eureka Airport (ACV), Eureka, CA and Use the Revenue at (ACV) and Rohnerville Airports

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 a PFC at Arcata/Eureka Airport and use the revenue from a PFC at ACV and Rohnerville Airports under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 25, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John Murray, Public Works Director, County of Humboldt, at the following address: 1106 Second Street, Arcata, California 95521. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Humboldt under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (415) 876-2805. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA purposes to rule and invites public comment on the application to impose a PFC at Arcata/Eureka Airport (ACV), Eureka, CA and use the revenue at ACV and Rohnerville Airports under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990 (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 29, 1996, the FAA determined that the application to impose and use a PFC submitted by the County of Humboldt was not substantially complete within the requirements of section 158.25 of Part 158. The application did not include alternative uses for the impose only project. On May 9, 1996, the County of Humboldt supplemented their application with the required information.

The FAA will approve or disapprove the application, in whole or in part, no later than September 6, 1996.

The following is a brief overview of the impose and use application number AWP-96-03-C-00-ACV.

Level of proposed PFC: \$3.00.

Proposed charge effective date: October 15, 1996.

Proposed charge expiration date: December 31, 1998.

Total estimated PFC revenue: \$525,258.00.

Brief description of the proposed impose and use projects: Arcata-Eureka Airport—Miscellaneous Improvements (Taxiway System Rehabilitation, Emergency Generator Installation (Terminal Building & Fire Hall), Safety Area Improvements and Regrading, Terminal Apron Drainage Improvements), Emergency Storm Drain Repair, Clear Zone—Runway Protection Zone (RPZ) Land Purchase, Security Gate—Turn Style (one way, Rohnerville Airport—RPZ Property Purchase.

Impose only project: Future Property Purchase Reserve Account at Arcata-Eureka Airport.

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** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Humboldt.

Issued in Hawthorne, California, on June 14, 1996.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 96-16110 Filed 6-24-96; 8:45 am]

BILLING CODE 4910-13-M

Weather Observation Service Standards

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of policy statement.

SUMMARY: The American people have demanded a smaller, more efficient government; toward that end, the resources of the National Airspace System must be streamlined and service provided in a safe yet economical way. In November 1994, senior management officials from the Federal Aviation

Administration (FAA) and the National Weather Service (NWS) met with executives from fourteen national aviation associations concerning surface aviation observation services. They reached an agreement that the government would work with industry to define various support levels for surface observations.

In addition, in March 1995, and in accordance with the Office of Management and Budget (OMB) policy, the FAA began the process to assume responsibility for aviation surface weather observations beginning in FY 1996. As the NWS automates field offices and reallocates their personnel under this plan, the FAA will undertake accountability for observations at many NWS ASOS sites. The NWS has begun transitioning these ASOS sites to the FAA as the ASOSs are commissioned and has solicited public comment (61 FR 19595; May 2, 1996). The FAA also expanded by more than two hundred, the sites to receive ASOSs, thus enhancing safety at sites without weather observations. All of these activities prompted the FAA to take aggressive action in addressing surface aviation observation requirements and do it within modest resource gains.

As a result, a government/industry team has worked for a year and a half to comprehensively reassess the requirements for surface observations at the nation's airports. That work has resulted in agreement on a set of service standards as well as the FAA and NWS Automated Surface Observing System (ASOS) sites to which the standards will apply. This notice outlines the four kinds of service, explains the method used to determine which airports receive which type of service, and contains a listing of the airports and the service categories in which they fall. The FAA, NWS and Industry representatives believe the service standards approach supports the best allocation of scarce resources.

FOR FURTHER INFORMATION CONTACT: Ragna Aarnio, Aviation Policy and Industry Relations Branch, 400 7th St SW, Plaza 200, Washington, DC 20590; telephone (202) 336-4474.

SUPPLEMENTARY INFORMATION: The term *Service Standards* refers to four levels of detail in the weather observation at sites where there is a commissioned ASOS. The first category, known as Service Level D, is completely automated service, at which the ASOS observation will constitute the entire observation, i.e., no additional weather information is added by a human weather observer. A partial list of the airports that fit in this category are provided at the end of

this Notice. Some of these airports currently have contract weather observers providing the service. Many other sites (60-80) will be expanded to include automated systems; they are currently under review. Information on specific additional sites is available upon request.

The second category, tower-augmented service, also known as Service Level C, encompasses approximately two hundred and fifty airports. At this level, a human observer adds additional information to the automated observation. Augmentation includes the following parameters: thunderstorms, tornadoes, hail, virga, volcanic ash, and tower visibility. In addition, in the event of an ASOS malfunction or the ASOS reporting unrepresentative data, the human observer may insert the correct value or more representative information into the observation. This is referred to as *backup*.

Backup consists of inserting the following parameters where available: wind, visibility, precipitation/obstruction to vision type, cloud height, sky cover, temperature, dewpoint and altimeter setting. This level of service would be provided at all towered airports during hours of operation. During hours that the tower is closed, the ASOS will provide observations without backup or augmentation. These airports are listed as tower-augmented (Service Level C) airports at the end of this notice. Although this category is listed as *tower-augmented*, the service may be provided by Flight Service Stations at selected sites.

At 135 airports, adding more detail to the weather observation was considered optimum. These airports were divided into two categories, major aviation hubs and high traffic volume airports with average or worse weather, referred to as Service Level A airports; and the remaining group of airports that are smaller hubs or special airports in other ways, that have worse than average bad weather operations for thunderstorms and/or freezing/frozen precipitation, and/or that are remote airports, referred to as Service Level B airports.

Service Level B airports will receive augmentation and backup (C-level service) plus long-line Runway Visual Range (RVR), which may be an instantaneous readout. If observed, the following elements will be added to the observation: freezing drizzle versus freezing rain, ice pellets, snow depth and snow increasing rapidly remarks, thunderstorm/lightning location remarks and observed significant weather not at the station remarks. At selected airports in this category, during