

(2) A status report on the Parts and Production Certification Working Group tasking;

(3) A status report on the FAA submitted rulemaking projects for "Type Certification Procedures for Changed Products", "Establishment of Organization Designation Authorization (ODA) Procedures", and "Production Certification and Parts Manufacturing"; and

(4) A discussion of future meeting dates, locations, activities, and plans.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by October 6, 1999, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to the meeting. In addition, sign and interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 23, 1999.

**Bruce A. Kaplan,**

*Acting Assistant Executive Director for Aircraft Certification Procedures Issues, Aviation Rulemaking Advisory Committee.*  
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 189/ EUROCAE Working Group 53; Air Traffic Services Safety and Interoperability Requirements

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 joint Special Committee (SC)—189/EUROCAE Working Group (WG)—53 meeting to be held October 18–22, 1999, starting at 9:00 a.m. on October 18. The meeting will be held at RTCA Inc., 1140 Connecticut Ave, NW, Suite 1020, Washington, DC 20036.

The agenda will be as follows:  
Monday, October 18: Opening Plenary Session Convenes at 9:00 a.m.: (1) Introductory Remarks; (2) Review and Approve Agenda; (3) Review and Approve Summary of the Previous Meeting; (4) Sub-Group and Related Reports; (5) Position Papers Planned for

Plenary Agreement; (6) SC-189/WG-53 Co-chair Progress Report. Tuesday, October 19 through Thursday, October 21: (7) Sub-group Meetings. Friday, October 22: Closing Plenary Session: (8) Introductory Remarks; (9) Review and Approval of Agenda; (10) Review of Preliminary Meeting Minutes; (11) Sub-group and Related Reports; (12) Position Papers Planned for Plenary Agreement; (13) SC-189/WG-53 Co-chair Progress Report and (14) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, 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, NW., Suite 1020, Washington, DC 20036, by phone at (202) 833-9339, by fax at (202) 833-9434, or by e-mail at [hmoses@rtca.org](mailto:hmoses@rtca.org). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 22, 1999.

**Janice L. Peters,**

*Designated Officer.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application Number 99-03-C-00-JHW To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Chautauqua County/Jamestown Airport, Jamestown, NY

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** To FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Chautauqua County/Jamestown Airport 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 October 29, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Kenneth B. Brentley, Director of Public Facilities of the County of Chautauqua at the following address: PO Box 51, Falconer, New York 14733-0051.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Chautauqua under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** John Moretto, Airport Engineer, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530, (516) 227-3806. 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 the revenue from a PFC at Chautauqua County/Jamestown Airport 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 August 27, 1999, the FAA determine that the application to impose and use the revenue from a PFC submitted by the County of Chautauqua was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 16, 1999.

The following is a brief overview of the application.

*PFC Application No.: 99-03-C-00-JHW.*

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 2000.

*Proposed charge expiration date:* April 1, 2001.

*Total estimated PFC revenue:* \$141,272.

Brief description of proposed project(s):

- Deer Fencing
- Overlay Taxiway D
- Overlay Runway 13.31

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air taxi and charter carriers filing DOT Form 1800-31.

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 office located at: Fitzgerald Federal Building #111, Airports Division, AEA-610, John F. Kennedy International Airport, Jamaica, New York 11430.

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

Issued in Garden City, New York on September 2, 1999.

**Philip Brito,**

*Manager, New York Airports District Office, Eastern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA-99-5012]

#### Nationwide Differential Global Positioning System; Programmatic Environmental Assessment

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of a final programmatic environmental assessment (PEA).

**SUMMARY:** The Secretary of Transportation (Secretary) has been authorized by Congress, pursuant to section 346 of the U.S. Department of Transportation (DOT) and Related Agencies Appropriations Act, 1998, to establish, operate, and manage a nationwide system to be known as the Nationwide Differential Global Positioning System (NDGPS) as soon as practicable, to integrate the NDGPS stations into the Continuously Operating Reference Station (CORS) system of the National Geodetic Survey of the Department of Commerce, and to investigate the use of the NDGPS reference stations for the Global Positioning System Integrated Precipitable Water Vapor System of the National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce. A final PEA for the NDGPS program has been prepared to support this program. The FHWA envisions at this time that the NDGPS program will require the construction of at least 67 transmitter sites and maybe as many as 100, but no new sites will result in significant impacts to the environment.

**FOR FURTHER INFORMATION CONTACT:** Mr. James A. Arnold, Office of Operations Research and Development, HRDO, (202) 493-3265, Federal Highway Administration, Turner-Fairbank Highway Research Center, 6300 Georgetown Pike, McLean, VA 22101-2296, or for legal issues: Mr. Robert J. Black, Office of the Chief Counsel, HCC-31, (202) 366-1359, Federal

Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of the PEA for the NDGPS program is available at <http://www.navcen.uscg.mil/>.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

##### Background

The Secretary has delegated his authority under section 346 of the DOT Appropriations Act for FY 1998, Public Law 105-66, October 27, 1997, 111 Stat. 1425, at 1449, to the Commandant of the United States Coast Guard (USCG), the Federal Railroad Administration (FRA), and the FHWA. The FHWA is the lead agency and the USCG and the FRA are cooperating agencies for the implementation of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4332(2)(C) and 23 CFR part 771. In accordance with NEPA, the FHWA has prepared a final PEA for the NDGPS program.

The NDGPS service would augment existing satellite-based Global Positioning System range information with a differential correction broadcast from ground-based reference stations transmitting from known positions, thereby providing users with more precise radio navigation and positioning information for public safety, transportation, scientific, and environmental applications. Federal agencies implementing the proposed NDGPS service are the DOT's Office of the Secretary of Transportation (OST), the FHWA, the FRA, the NOAA, the U.S. Air Force (USAF), the U.S. Army Corps of Engineers (USACE), and the USCG.

The NDGPS involves the expansion of an existing network of USCG local area Differential Global Positioning System (DGPS) reference stations currently covering United States coastal areas and major inland waterways. To expand this existing DGPS service nationwide, the installation of additional reference stations with low-frequency transmit antennas is required on suitable 11-acre land parcels located principally in the

interior portions of the continental United States and Alaska. Sites will typically be on level ground and away from tall structures. Three deployment alternatives for the additional NDGPS reference stations were considered in the draft PEA.

Alternative A consists of conversion of 32 decommissioned USAF Ground Wave Emergency Network (GWEN) sites for use as NDGPS reference stations and the transfer of GWEN equipment from remaining GWEN sites to 28 new NDGPS site locations. Seven additional sites would receive similar new equipment, for a total of 67 NDGPS reference stations. The GWEN transmit antennas to be used are typically 299 feet tall guyed towers and will be operated at an effective radiated power (ERP) of no more than 500 Watts.

Alternative B consists of the installation of new equipment at 32 existing GWEN relay node sites, as well as at 35 new sites. The resulting NDGPS reference stations would be physically similar to the reference stations of Alternative A.

Alternative C is to identify 80 to 100 new sites and install equipment similar to USCG local area DGPS stations. These reference stations would utilize either 90 feet or 120 feet tall towers and operate at an ERP of no more than 170 Watts. The NDGPS is expected to be fully operational in the United States by the year 2002. During the selection of sites for the NDGPS reference stations, the FHWA and cooperating agencies will consult with key regulatory agencies and apply environmental site-selection criteria to avoid potentially significant impacts. If a potentially significant environmental impact is unavoidable during the selection of sites for the NDGPS reference stations, specific mitigation measures will be implemented to decrease the impact to a less than significant level. Provided that environmental site-selection criteria and specific mitigation measures identified in the draft PEA are implemented for the NDGPS, no significant environmental impacts are anticipated to occur under any of the proposed action alternatives. If planned mitigation measures for potentially significant impacts cannot be implemented at a specific site, or a site-specific impact is encountered that was not anticipated and addressed in the draft PEA, then additional appropriate NEPA analysis and documentation will be prepared by the FHWA for that specific reference station. In addition, if any sites would be used as a publicly-owned park, recreation area, wildlife and waterfowl refuge, or significant