

original TSO-C123 and TSO-C124 within 2 years after issuing the revised versions.

Based on the findings of the NTSB and the FAA Technical Center study, TSO-C123 and TSO-C124 are canceled August 2, 1998. TSO-C123a, Cockpit Voice Recorder Systems, and TSO-C124a, Flight Data Recorder Systems were issued 8/2/96, and 8/1/96, respectively. TSO-C123a and TSO-C124a, incorporate the long-term, low-intensity fire test requirements, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes.

The Cancellation Procedure

The FAA anticipates that this cancellation will not result in adverse or negative comments, and therefore is issuing it without prior opportunity to comment. The revised TSO-C123a and TSO-C124a have been issued and the majority of manufacturers are producing units under the new standards. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will published a document in the Federal Register indicating that no adverse or negative comments were received and confirming that date on which the cancellation become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the cancellation will be published in the Federal Register.

Comments Invited

Although this action is in the form of a final cancellation and not preceded by a notice, comments are invited. Interested persons are invited to comment on this cancellation by submitting such written data, views, or arguments as they may desire. Communications should identify the TSO Docket File number and be submitted to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional action would be needed.

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

Abbas A. Rizvi,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

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Federal Transit Administration

Major Investment Study/Draft Environmental Impact Statement for the Cross County Corridor, Bucks, Chester and Montgomery Counties, Pennsylvania and Mercer County, New Jersey

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent (NOI) to prepare a Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS).

SUMMARY: The Federal Transit Administration (FTA) and the Southeastern Pennsylvania Transportation Authority (SEPTA) intend to undertake a MIS/DEIS in accordance with the Intermodal Surface Transportation Efficiency Act (ISTEA) and the National Environmental Policy Act (NEPA). A key supporting agency is the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO) for the region.

The MIS/DEIS will consider transportation improvements along an east-west corridor from the vicinity of Glenloch, Chester County, to Morrisville, Bucks County, Pennsylvania. In particular, the focus will be on CONRAIL's Morrisville Line, also known as the Trenton Cut-Off, which runs from Downingtown, Chester County to Morrisville, Bucks County, traversing Montgomery County. In addition, the MIS/DEIS could consider possible extensions to Parkesburg, Chester County (to the west), and Trenton, New Jersey (to the east).

Both termini are under consideration because the shorter Glenloch to Morrisville, Pennsylvania segment has logical terminus, independent utility and can be built without prejudice to possible future consideration of the extension into New Jersey. Financial issues and other factors possibly resulting from the MIS may result in a DEIS focusing on the Pennsylvania segment. For these reasons, SEPTA is soliciting public and agency input from both Pennsylvania and New Jersey regarding modal alternatives to be considered, including alternative termini and related issues.

In addition to modal alternatives, the MIS/DEIS will evaluate the No-Build

and Transportation System Management (TSM) alternatives, as well as any reasonable alternatives generated through the scoping process and public involvement activities. Scoping will be accomplished through correspondence with appropriate federal, state and local agencies, and to private organizations and citizens who have previously expressed or who are known to have an interest in this proposal. In accordance with the intent and requirements of the MIS/DEIS process, a proactive public involvement program will be undertaken in conjunction with the proposed study, including public meetings. A public hearing will also be held at the appropriate stage of the DEIS process. Public notice will be given of the time and place of the meetings and hearing. The DEIS will be available for public and agency review and comment prior to the public hearing. See **SUPPLEMENTARY INFORMATION** below for details.

DATES: *Comment Due Date:* Written comments of the scope of alternatives and impacts to be considered should be sent to SEPTA by November 14, 1996. See **ADDRESSES** below.

Scoping Meeting

The Public Scoping Meeting will be held on Thursday, October 24, 1996, between 5:00 p.m. and 9:00 p.m. (EDST) in the Montgomery Room on the second floor of One Montgomery Plaza, Swede and Airy Streets, Norristown, PA. See **ADDRESSES** below. A sign-language interpreter will be present at the meeting. People with special needs should call Ms. Frances M. Jones, Manager of Community Relations at the SEPTA address below or by calling (215) 580-7334. The building is accessible to people with disabilities. It is located two blocks north of the Norristown Transportation Center which is served by the SEPTA's R6 Norristown Regional Rail Line R6, SEPTA Route 100 (Norristown High Speed Line) and the 91, 93, 96, 97, 98 and 99 SEPTA Frontier bus lines. The southbound 96, 97 and 98 SEPTA bus lines also have stops on Swede Street near the meeting location.

The meeting will be held in an "open-house" format and project representatives will be available to discuss the project throughout the time period given. Informational displays and written materials will also be available throughout the time period given. A record of written and oral comments made at the meeting will be prepared.

ADDRESSES: To ensure that a full range of issues related to the proposed study

are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the MIS/DEIS should be directed to SEPTA or the FTA at the addresses provided below:

Mr. Richard G. Bickel, AICP, Director,
Long Range Planning, Southeastern
Pennsylvania Transportation
Authority, 1234 Market Street, 9th
Floor, Philadelphia, PA 19107 (215)
580-7238.

The Scoping Meeting will be held at the following location:

The Montgomery Room, 2nd Floor, One
Montgomery Plaza, Swede and Airy
Streets, Norristown, PA 19404.

FOR FURTHER INFORMATION CONTACT: Mr. John T. Garrity, Jr., Senior Transportation Representative, Federal Transit Administration, Region III, 1760 Market Street, Suite 500, Philadelphia, PA 19107 (215) 656-6900.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and SEPTA invite interested individuals, organizations, and federal, state, and local agencies to participate in defining the alternatives to be evaluated in the MIS/DEIS and identifying any significant social, economic, or environmental issues related to the alternatives. Scoping comments may be made at the public scoping meeting or in writing. See **DATES** and **ADDRESSES** sections above for the meeting locations and time, and comment period. During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated and suggesting alternatives which are more cost effective or have less environmental impact while achieving similar transportation objectives.

Scoping materials will be available at the meeting or in advance of the meeting. Mr. Richard G. Bickel (SEPTA) should be contacted for information on local project issues. Mr. John T. Garrity (FTA) should be contacted for information on procedural issues.

II. Description of Study Area and Project Need

The proposed Cross County Corridor would examine the potential for circumferential transit service for 48 miles from the vicinity of Morrisville, Bucks County to Glenloch, Chester County, traversing Montgomery County. This proposed route was determined as a result of the Cross County Metro

Feasibility Assessment Final Report completed in May 1994. A segment of the proposed new route would share the right-of-way of CONRAIL'S existing Morrisville freight line (also known as the Trenton Cut-Off).

The proposed Cross County Corridor is intended to fill a key missing link in the provision of public transportation service in southeastern Pennsylvania by providing for inter- and intra-suburban trips to shopping, industrial/office and residential concentrations in Bucks, Montgomery and Chester Counties. An alternative to automobile travel could be provided, which would help to alleviate congestion, reduce travel time and improve air quality. At the same time, the Cross County Corridor could facilitate intermodal connections to SEPTA's existing, radial commuter rail and transit services; potential park and ride lots located along the Pennsylvania Turnpike and U.S. Route 202; as well as feeder bus service between the proposed stations and nearby development concentrations. These connections and intermodal opportunities would also enhance the regional mobility choices of Delaware County and City of Philadelphia residents, particularly those city residents seeking suburban jobs, and would better serve SEPTA's growing reverse commute market. SEPTA is seeking comment from people and agencies on both sides of the Delaware River in Pennsylvania and New Jersey regarding the alternatives to be considered, including alternative termini and related issues.

III. Alternatives

The alternatives proposed for evaluation include: No-Build which involves no change to transportation services or facilities in the corridor beyond those improvements currently programmed; the TSM alternative which focuses on operational and low-cost capital improvements to transit routes and services in the corridor; electric regional rail in trunk line service; electric light rail with branches or diversions; fixed route bus service operating along a busway on the corridor (busways) or on local roads off the corridor (improved bus with TSM improvements). Through the scoping process and public involvement, additional reasonable alternatives will be identified, including variations in mode, alignment (trunk or branch operations), length, number of stations and similar characteristics.

IV. Probable Effects

FTA and SEPTA plan to evaluate in the MIS/DEIS all significant social, economic, and environmental impacts of the alternatives. Among the primary issues are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. Environmental and social impacts proposed for analysis include land use and neighborhood impacts, traffic and parking impacts near stations, health and safety impacts, impacts on wetland and parkland areas, and noise and vibration impacts. Impacts on natural areas, rare and endangered species, and air and water quality, will also be covered. The impacts will be evaluated both for the construction period and for the longer term period of operations. Measures to mitigate adverse impacts will be identified.

V. FTA Procedures

In accordance with federal transportation planning regulations (23 CFR Part 450), the DEIS will be prepared in conjunction with a MIS and document the results of that study, including an evaluation of the social, economic, and environmental impacts of the alternatives. Upon completion of the MIS/DEIS, and on the basis of the comments received, the General Manager of SEPTA in consultation with the participating agencies, including the DVRPC, will select a locally preferred alternative, with its associated facilities and supporting services (i.e., stations, park and ride lots, feeder bus service, pedestrian and vehicular access, etc.). Then SEPTA, as lead agency, will seek to continue with further preliminary engineering and preparation of the Final EIS.

(Catalog of Federal Domestic Assistance Program Number 20.205)

The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.

Issued on: September 20, 1996.

Sheldon A. Kinbar,

Regional Administrator.

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