

Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

### Background

At the request of the FAA, the RTCA, Incorporated Special Committee, SC-159, convened to develop standards for the use of the Global Positioning System. The recommendations of this committee provide the basis for the October 20, 1995 publication of the *Minimum Operational Performance Standards for Global Navigation Satellite System (GNSS) Airborne Antenna Equipment*, RTCA/DO-228, which is the foundation for the requirements set forth in this proposed Technical Standard Order.

The standards of proposed TSO-C144 apply to antenna used in airborne GPS applications to provide signals to a GPS (or Wide Area Augmentation System) sensor or system, which will then provide flight path deviation commands for use by either the pilot or autopilot. Proposed TSO-C144 does not address the use of signals received through this antenna for any other applications.

### Marking

To fulfill the requirements of 14 CFR 21.607(d), the manufacturer would have to permanently and legibly mark at least one major component of the article with the markings listed in that paragraph. In addition to the requirements of 14 CFR 21.607, this TSO proposes requirements for marking of separate components. Each separate component would have to be permanently and legibly marked with the name of the manufacturer, manufacturer's part number, and the TSO number.

If the component includes software, the part number would have to include the hardware and software identification; that part number would have to uniquely identify the hardware and software design, including the modification status. Separate part numbers would be acceptable for hardware and software.

### Data Requirements

The proposed TSO has the following technical data submittal requirements to comply with 14 CFR 21.605(a)(2):

1. Operating instructions and equipment limitations. The limitations shall be sufficient to describe the operational capacity of the equipment.
2. Installation procedures and limitations. The limitations shall be

sufficient to ensure that the article, when installed in accordance with the installation procedures, continues to meet the requirements of this TSO. The limitations shall also be sufficient to identify any unique aspects of the installation. The limitations shall include at least the following:

- a. A note with the following statement:

"The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the article, when installed, performs in accordance with the design specifications that meet this TSO. The article may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the Administrator."

- b. Specification of whether the antenna incorporates a preamplifier.
- c. The currents and voltages induced by high current tests of paragraph 23.6.3 of RTCA/DO-160C must be specified so that compatibility with a receiver can be verified at installation.

- d. When applicable, identification that the article is an incomplete system or a multi-use system. This must describe the functions that are intended to be provided by the article.

3. Schematic drawings as applicable to the installation procedures.

4. Wiring drawings as applicable to the installation procedures.

5. Specifications.

6. List of the components (by part number) that make up the equipment system complying with the standards prescribed in this TSO.

7. Instructions for periodic maintenance and calibration which are necessary to define the article's design.

8. An environmental qualifications form as described in RTCA/DO-160C for each component of the system.

9. Manufacturer's TSO qualification test report.

10. Nameplate drawing.

11. A drawing list, enumerating all of the drawings and processes that are necessary to define the article's design.

12. If the article includes software: Plan for Software Aspects of Certification (PSAC), Software Configuration Index, and Software Accomplishment Summary.

**Note:** The FAA recommends that the PSAC be submitted early in the software development process. Early submittal will allow timely resolution of issues such as partitioning and determination of software levels.

Note that there is also data that must be made available upon the request of

the ACO manager. They are listed in Paragraph 5 of proposed TSO C-144.

### Data to be Furnished with Manufactured Articles

The proposed TSO would require the TSOA holder to provide the article purchaser with certain data described in Paragraph 5 of proposed TSO C-144.

### How to Obtain Copies

A copy of the proposed TSO-C144 may be obtained via Internet (<http://www.faa.gov/avr/air/100home.htm>) or on request from the office listed under "For Further Information Contact." Copies of RTCA Document No. DO-228, "Minimum Operational Performance Standards for Global Navigation Satellite System (GNSS) Airborne Antenna Equipment", dated October 20, 1995, may be purchased from RTCA, Inc., 1140 Connecticut Avenue, NW, Suite 1020, Washington, DC 20036.

Issued in Washington, DC on July 17, 1997.

**John K. McGrath,**

*Manager, Aircraft Engineering Division,  
Aircraft Certification Service.*

[FR Doc. 97-19357 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Airborne Navigation Sensors Using the Global Positioning System (GPS) Augmented by the Wide Area Augmentation System (WAAS)**

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed Technical Standard Order pertaining to airborne navigation sensors using GPS augmented by WAAS. The proposed TSO prescribes the performance standards that manufacturer-specified appliances must meet to be identified with the marking "TSO-C145."

**DATES:** Comments must identify the TSO file number and be received on or before October 30, 1997.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C145, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591. Or deliver comments to: Federal Aviation

Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

### Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

### Background

At the request of the FAA, the RTCA, Incorporated Special Committee, SC-159 convened to develop standards for the use of the Global Positioning System. The recommendations of this committee provide the basis for the January 16, 1996 publication of the *Minimum Operational Performance Standards for Global Positioning System/Wide Area Augmentation System Airborne Equipment*, RTCA/DO-229, which is the foundation for the requirements set forth in this proposed Technical Standard Order.

The standards of proposed TSO-C145 apply to airborne GPS/WAAS sensors that provide position information to a navigation management unit. Using this position information, the navigation management unit outputs deviation commands, referenced to a desired flight path, for use by the pilot or autopilot to guide the aircraft. Proposed TSO-C145 does not address integration issues or the use of this position information for any other applications.

### Marking

To fulfill the requirements of 14 CFR 21.607(d), the manufacturer would have to permanently and legibly mark at least one major component of the article with the markings listed in that paragraph. In addition to the requirements of 14 CFR

21.607, this TSO proposes requirements for marking of separate components. Each separate component would have to be permanently and legibly marked with the name of the manufacturer, manufacturer's part number, and the TSO number.

If the component includes software, the part number would have to include the hardware and software identification; that part number would have to uniquely identify the hardware and software design, including the modification status. Separate part numbers would be acceptable for hardware and software.

### Data Requirements

The proposed TSO has the following technical data submittal requirements to comply with 14 CFR 21.605(a)(2):

1. Operating instructions and equipment limitations. The limitations shall be sufficient to describe the operational capability of the equipment.

2. Installation procedures and limitations. The limitations shall be sufficient to ensure that the article, when installed in accordance with the installation procedures, continues to meet the requirements of this TSO. The limitations shall also be sufficient to identify any unique aspects of the installation. The limitations shall include at least the following

- a. A note with the following statement:

"The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the article, when installed, performs in accordance with the design specifications that meet this TSO. The article may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the Administrator."

- b. Adequate specification of the interface between the GPS/WAAS sensor and other systems to ensure proper functioning of the integrated system. This must include maximum tolerable currents and voltages into the antenna port if the equipment is to be installed with a standard antenna (TSO-C144).

- c. If the equipment has only been demonstrated to satisfy the requirements of RTCA/DO-229 when used in conjunction with a particular antenna, the use of that antenna (by part number) must be specified as a limitation.

- d. If the equipment is dependent on any inputs in order to satisfy the requirements of RTCA/DO-229 (e.g.,

baro-aided FDE), those inputs should be made a requirement on the installation (i.e., a limitation).

- e. When applicable, identification that the article is an incomplete system or a multi-use system. This must describe the functions that are intended to be provided by the article.

3. Schematic drawings as applicable to the installation procedures.

4. Wiring drawings as applicable to the installation procedures.

5. Specifications.

6. List of the components (by part number) that make up the equipment system complying with the standards prescribed in this TSO.

7. Instructions for periodic maintenance and calibration which are necessary for continued airworthiness once the article is installed.

8. An environmental qualifications form as described in RTCA/DO-160C for each component of the system.

9. Manufacturer's TSO qualification test report.

10. Nameplate drawing.

11. A drawing list, enumerating all of the drawings and processes that are necessary to define the article's design.

12. If the article includes software: Plan for Software Aspects of Certification (PSAC), Software Configuration Index, and Software Accomplishment Summary.

**Note:** The FAA recommends that the PSAC be submitted early in the software development process. Early submittal will allow timely resolution of issues such as partitioning and determination of software levels.

Note that there is also data that must be made available upon the request of the ACO manager. They are listed in Paragraph 5 of proposed TSO C-145.

### Data To Be Furnished With Manufactured Articles

The proposed TSO would require the TSOA holder to provide the article purchaser with certain data described in Paragraph 5 of proposed TSO C-145.

### How To Obtain Copies

A copy of the proposed TSO-C145 may be obtained via Internet (<http://www.faa.gov/avr/air/100home.htm>) or on request from the office listed under

**FOR FURTHER INFORMATION CONTACT.** Copies of RTCA Document No. DO-229, "Minimum Operational Performance Standards for Global Positioning System/Wide Area Augmentation System Airborne Equipment", dated January 16, 1996, may be purchased from RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on July 17, 1997.

**John K. McGrath,**

*Manager, Aircraft Engineering Division,  
Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33388]

#### **CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements— Conrail Inc. and Consolidated Rail Corporation**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Decision No. 12; Notice of Acceptance of Primary Application and Related Filings; Notice of Related Abandonments Proposed By Applicants.<sup>1</sup>

**SUMMARY:** The Board is accepting for consideration the primary application and related filings filed June 23, 1997, by CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRR), and Consolidated Rail Corporation (CRC).<sup>2</sup> The primary application seeks Board approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS. The related filings, which include (among other things) two abandonment petitions and three abandonment notices, seek related relief contingent upon approval of the primary application.

**DATES:** The effective date of this decision is July 23, 1997. Any person who wishes to participate in this proceeding as a party of record must file, no later than August 7, 1997, a

notice of intent to participate. Descriptions of responsive (including inconsistent) applications, and petitions for waiver or clarification regarding those applications, must be filed by August 22, 1997. Responsive (including inconsistent) applications, written comments (including comments of the U.S. Secretary of Transportation and the U.S. Attorney General), protests, requests for conditions, and any other opposition evidence and argument must be filed by October 21, 1997. For further information respecting dates, see Appendix B.

**ADDRESSES:** An original and 25 copies of all documents must be sent to the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001.<sup>3</sup>

In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit one electronic copy of each such document. Further details respecting such electronic submissions are provided below.

Furthermore, one copy of each document filed in this proceeding must be sent to Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426 [(202) 219-2538; FAX: (202) 219-3289] and to each of applicants' representatives: (1) Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202; (2) Richard A. Allen, Esq., Zuckert, Scoutt & Rasenberger, L.L.P., Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939; and (3) Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** The transaction for which approval is sought in the primary application involves: the purchase by CSX and NS, by and through their subsidiaries, of all of the stock of CRR; the operation or use of some of Conrail's lines and assets by CSX and NS separately; and the operation or use of the remainder of

Conrail's lines and assets by CSX and NS jointly.

### The Applicants

CSX operates approximately 18,504 route miles and 31,961 track miles of railroad in 20 states east of the Mississippi River and in Ontario, Canada. Of that total, approximately 1,607 miles are operated under trackage rights while the remaining mileage is either owned by CSX or operated by CSX under contract or lease. CSX has principal routes to, and serves, virtually every major metropolitan area east of the Mississippi River, from Chicago, IL, St. Louis, MO, Memphis, TN, and New Orleans, LA, on the West to Miami, FL, Jacksonville, FL, Charleston, SC, Norfolk, VA, Washington, D.C., and Philadelphia, PA, on the East. Other major metropolitan areas served by CSX include Atlanta, GA, Nashville, TN, Cincinnati, OH, Detroit, MI, Pittsburgh, PA, Baltimore, MD, Charlotte, NC, Birmingham, AL, and Louisville, KY. CSX interchanges traffic with other railroads at virtually all of the aforementioned locations and at numerous other points on its railroad system.

NS operates approximately 14,282 route miles and 25,236 track miles of railroad in 20 states, primarily in the South and the Midwest, and in Ontario, Canada. Of that total, approximately 1,520 miles are operated under trackage rights while the remaining mileage is either owned by NS or operated by NS under contract or lease. NS has routes to, and serves, virtually every major market in an area that stretches from Kansas City, MO, in the Midwest to Norfolk, VA, in the East, to Chicago, IL, and Buffalo, NY, in the North, and to New Orleans, LA, and Jacksonville, FL, in the South. These markets include Memphis, Chattanooga and Knoxville, TN; St. Louis, MO; Fort Wayne, IN; Detroit, MI; Toledo, Cincinnati, Columbus, and Cleveland, OH; Louisville and Lexington, KY; Bluefield, WV; Alexandria, Roanoke, Lynchburg, and Richmond, VA; Winston-Salem, Raleigh, Durham, Charlotte, and Morehead City, NC; Greenville, Spartanburg, Columbia, and Charleston, SC; Atlanta, Macon, Valdosta, and Savannah, GA; Bessemer, Birmingham, Montgomery, and Mobile, AL; Des Moines, IA; and Peoria, Springfield, and Decatur, IL. NS interchanges traffic with other railroads at virtually all of the locations mentioned above and at numerous other locations on its railroad system.

Conrail operates approximately 10,500 miles of railroad in the Northeast and Midwest, and its primary network

<sup>1</sup> This decision covers: (i) the primary application, which was filed in the STB Finance Docket No. 33388 lead docket; and (ii) the 39 related filings (1 application, 16 petitions, and 22 notices), which were filed in the 40 embraced dockets listed in Appendix A (one related filing, respecting the proposed abandonment in Edgar and Vermilion Counties, IL, was filed in two dockets).

<sup>2</sup> CSXC and CSXT, and their wholly owned subsidiaries, are referred to collectively as CSX. NSC and NSR, and their wholly owned subsidiaries, are referred to collectively as NS. CRR and CRC, and their wholly owned subsidiaries, are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

<sup>3</sup> In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served. Documents transmitted by facsimile (FAX) will not be considered formal filings and are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what we expect to become a voluminous record.