

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

This TSO is proposed for a new system of airborne equipment designated TAS. TAS is an airborne traffic advisory system that interrogates ATC transponders in nearby aircraft and uses computer processing to identify and advise the crew of potential and predicted collision threats. The system is designed to protect a volume of airspace around the TAS equipped aircraft by assisting pilots in the visual acquisition of intruder traffic. TAS is similar to TCAS I with changes in the power output and display requirements that make it more economical, and therefore more appealing, to the General Aviation community. There are two classes of TAS equipment:

### Class A. Traffic Display and Aural Alerting

Class A systems provide a flight deck traffic display that indicates the relative position and altitude of ATC transponder-equipped aircraft. Class A systems will provide appropriate aural and visual advisories to assist the flightcrew in visually acquiring the threat aircraft when TAS predicts a penetration of the protected airspace. TAS assist the flightcrew in visually acquiring the intruding aircraft. Traffic advisories indicate the relative positions of intruding aircraft that meet certain range and altitude criteria and are approximately 30 seconds from the closest point of approach. Traffic advisories can be generated for aircraft with operative Mode S, Mode C or Mode A (non-altitude reporting) transponders. The aural alert message "Traffic-Traffic," spoken once, shall be used to inform the crew of a Traffic Advisory (TA). The TAS equipment is viewed as a supplement to the pilot who, with the aid of the ATC system, has the primary responsibility for avoiding mid-air collisions. The TAS system provides no indication of aircraft without operative transponders.

### Class B. Aural Alerting and Annunciation Only

Class B systems do not include a cockpit traffic display. Class B systems will provide appropriate aural advisories and visual annunciations to assist the flightcrew in visually acquiring the threat aircraft when TAS predicts a penetration of the protected airspace. Traffic advisories indicate the relative positions of intruding aircraft that meet certain range and altitude criteria and are approximately 30 seconds from the closest point of approach. They assist the flightcrew in visually acquiring the intruding aircraft. The aural alert message "Traffic-Traffic," spoken once, shall be used to inform the crew of a Traffic Advisory (TA). This aural alert message will be accompanied by a discrete visual annunciation indicating that a TA is currently active. This annunciation will remain as long as the TA is active and will extinguish when no TAs are active. TAs will, upon crew command, generate an aural message defining the relative position of ATC transponder-equipped aircraft. Traffic advisories can be generated for aircraft with operative Mode S, Mode C, or Mode A (non-altitude reporting) transponders. The TAS equipment is viewed as a supplement to the pilot who, with the aid of the ATC system, has the primary responsibility for avoiding mid-air collisions. The TAS system provides no indication of aircraft without operative transponders. RTCA Document No. DO-160C sets forth the environmental standards for the Traffic Advisory System. RTCA Document DO-178B sets forth the minimum performance requirements for software for the Traffic Advisory System and requires that each article be marked with the appropriate software level. Because the proposed TSO calls for 2 classes of equipment, the TSO also requires that each article be marked as equipment Class A or Class B, as applicable.

The minimum performance standards for this Traffic Advisory System TSO differ slightly from those standards in RTCA DO-197 (TCAS 1). This TSO was developed specifically, but not exclusively for the general aviation market. The Traffic Advisory System has a lower radiated power output than TCAS 1 and gives an alert as to the presence of intruder aircraft. However, TCAS 1 has resolution alert that gives the pilot directional commands when intruder aircraft are present. These differences make the Traffic Advisory System more economical for the general aviation community. The exceptions to RTCA DO-197A are detailed in the

Appendix 1 of this TSO. In order to comply with TSA-C147, the applicant must also meet the performance standards set forth in RTCA Document No. DO-197A, with the stated exceptions in Appendix 1.

### How To Obtain Copies

A copy of the proposed TSO-C147 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, Inc. Document No. DO-197A, "Minimum Operational Performance Standards for An Active Traffic Alert and Collision Avoidance System I (ACTIVE TCAS 1)," dated September 12, 1994. RTCA Document No. 160D, "Environmental Conditions and Test Procedures for Airborne Equipment," dated July 29, 1997; and RTCA Document No. DO-178B, "Software Considerations in Airborne Systems and Equipment Certification," dated 1, 1992, may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on December 5, 1997.

**Henri P. Branting,**

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

[FR Doc. 97-32451 Filed 12-10-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33524]

### Southwest Ohio Regional Transit Authority—Acquisition Exemption—Certain Assets of the Indiana & Ohio Railway Company

Southwest Ohio Regional Transit Authority (SORTA), a noncarrier, has filed a verified notice of exemption under 49 CFR part 1150, subpart D—*Exempt Transactions* to acquire an approximately 9.84-mile line of railroad known as the Blue Ash Line from the Indiana & Ohio Railway Company (I&O). The Blue Ash Line is located northeast of Cincinnati, between milepost 49.6, north of McCullough Yard, and milepost 39.76, near Fields-Ertel Road, in Hamilton County, OH. SORTA will not acquire the right to operate any rail freight service on the Blue Ash Line; I&O will retain the exclusive right and obligation to provide rail freight service on the Blue Ash Line.<sup>1</sup> SORTA will

<sup>1</sup> SORTA simultaneously filed a motion to dismiss the notice of exemption. The entire Board

acquire certain physical assets to allow construction and operation of a passenger rail transit system. The notice states that the transaction would be consummated no sooner than the December 1, 1997 effective date of the exemption. The accompanying motion to dismiss indicates that the transaction is expected to be consummated by December 31, 1997.

This notice is filed under 49 CFR 1150.31. If the notice contains false or misleading information, the exemption is void *ab initio*. A petition to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. An original and 10 copies of all pleadings, referring to Finance Docket No. 33524, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin M. Sheys, Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W. Suite 400, Washington, DC 20036-6105.

Decided: December 3, 1997.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 97-32268 Filed 12-10-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Bureau of Transportation Statistics

#### Agency Information Collection; Activity Under OMB Review; Report of Passengers Denied Confirmed Space, BTS Form 251

**AGENCY:** Bureau of Transportation  
Statistics (BTS), DOT.

will address the jurisdictional issue raised by the motion to dismiss in a subsequent decision.

#### **ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Pub. L. 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need for and usefulness of DOT requiring U.S. and foreign air carriers that operate scheduled passenger service with over 60-seat aircraft to submit reports on their oversales practices. Such carriers must submit the quarterly Form 251 "Report of Passengers Denied Confirmed Space." However, carriers do not report data from inbound U.S. international flights because the protection of Part 250 "Oversales" do not apply to these flights. The Department uses Form 251 data to monitor the compliance by U.S. and foreign air carriers to the oversales provisions of Part 250.

**DATES:** Written comments should be submitted by February 9, 1998.

**ADDRESSES:** Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

**COMMENTS:** Comments should identify the OMB # 2138-0018 and a duplicate copy should be submitted to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0018. The postcard will be date/time stamped and returned to the commenter.

**FOR FURTHER INFORMATION CONTACT:** Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

**SUPPLEMENTARY INFORMATION:** OMB Approval No. 2138-0018.

**Title:** Report of Passengers Denied Confirmed Space Part 250.

**Form No.:** 251.

**Type of Review:** Extension of a currently approved requirement.

**Respondents:** Large U.S. and foreign passenger air carriers.

**Number of Respondents:** 140.

**Total Annual Burden:** 2,438 hours.

**Needs and Uses:** BTS Form 251 is a one-page report on the number of passengers denied boarding voluntarily or involuntarily, whether the bumped passengers were provided alternate transportation and/or compensation, and the amount of the payment. The report allows the Department to monitor the effectiveness of its oversales rule and take enforcement action when necessary. The involuntary denied-boarding rate has decreased over the years from 4.38 per 10,000 passengers in 1980 to 1.16 per 10,000 passengers for the nine months ended September 1997. These statistics demonstrate the effectiveness of the "volunteer" provision, which has reduced the need for more intrusive regulation.

The rate of denied boarding can be examined as an air carrier continuing fitness factor. This rate provides an insight into a carrier's policy on treating overbooked passengers and its compliance disposition. A rapid sustained increase in the rate of denied boarding often is an indicator of operational difficulty.

Because the rate of denied boarding is released quarterly, travelers and travel agents can select carriers with low bumping incidents when booking a trip. This information is made available to the public through the Air Travel Consumer Report, which the Department publishes. The report is sent to newspapers, magazines, and trade journals.

**Timothy E. Carmody,**

*Director, Office of Airline Information,  
Bureau of Transportation Statistics.*

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