

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aviation Security Advisory Committee**

**SUMMARY:** Notice is hereby given of a meeting of the Aviation Security Advisory Committee.

**DATES:** The meeting will be held July 23, 1997, from 9:00 a.m. to 1:00 p.m.

**ADDRESSES:** The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., 8th floor, room 8ABC, Washington, D.C. 20591, telephone 202-267-7622.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub.L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the Aviation Security Advisory Committee to be held July 23, 1997, at the Federal Aviation Administration, 800 Independence Avenue, SW., 8th floor, room 8ABC, Washington, D.C. The agenda for the meeting will include: Automated Profiling; Positive Passenger Bag Match; Status of the Cargo Working Group, Public Education Working Group, Consultation Working Group, Employee Recognition and Utilization Working Group, Airport Categorization Working Group, and Universal Access System Working Group; and On-going Civil Aviation Security Initiatives.

Attendance at the July 23, 1997, meeting is open to the public but is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone: 202-267-7622.

Issued in Washington, D.C., on July 1, 1997.

**Cathal L. Flynn,**

*Associate Administrator for Civil Aviation Security.*

[FR Doc. 97-17648 Filed 7-3-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at McGhee Tyson Airport, Knoxville, TN**

**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 and use the revenue from a PFC at McGhee Tyson Airport Knoxville, Tennessee, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before August 6, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2851 Directors Cove, Suite #3, Memphis, TN 38131-0301.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Terry Igoe, Executive Director of the Metropolitan Knoxville Airport Authority at the following address: P.O. Box 15600, Knoxville, TN 37901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Knoxville Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Peggy S. Kelley, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; 901-544-3495, Ext. 19. The application may be reviewed in person at this 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 McGhee Tyson Airport under provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 27, 1997, the FAA determined that the application to use the revenue from a PFC submitted by Metropolitan Knoxville Airport Authority was substantially complete within the requirements of section

158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 26, 1997.

The following is a brief overview of the application.

*PFC application number:* 97-05-C-00-TYS.

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

*Proposed Charge effective date:* May 1, 1998.

*Proposed charge expiration date:* April 1, 1999.

*Total estimated PFC revenue:* \$1,765,000.

*Brief description of proposed projects:* Taxiway B-2 reconstruction including removing the concrete pavement, preparing the subgrade, constructing a new base, replacing the concrete surface, replacing edge drains, and resurfacing and widening the shoulders; purchase an emergency, stand-by generator; and PFC Program Administrative expense. Class or classes of air carriers which the public agency has requested not be required to collect PFCs: nonscheduled air taxi/commercial operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Metropolitan Knoxville Airport Authority.

Issued in Memphis, Tennessee, on June 27, 1997.

**LaVerne F. Reid,**

*Manager, Memphis Airports District Office.*

[FR Doc. 97-17650 Filed 7-3-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Weather Information for Surface Transportation; Request for Participation; Correction**

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

**ACTION:** Notice correction.

**SUMMARY:** This document corrects the notice published in the **Federal Register** of June 13, 1997, (62 FR 32401) regarding weather information for surface transportation. In FR Doc. 97-15487, beginning on page 32403 in the second column starting on line sixteen, correct the first sentence of the paragraph to read as follows: "The cost share must be from non-ITS federally

derived funding sources and must consist of either cash, substantial equipment contributions that are wholly utilized as an integral part of the project, or personnel services dedicated full-time to the project for a substantial period, as long as such personnel are not otherwise supported with Federal funds."

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Pisano, FHWA Office of Safety and Traffic Operations R&D, (703)285-2498, 6300 Georgetown Pike, McLean, Va 22101-2296; or Mr. Raymond Resendes, ITS Joint Program Office, (202)366-2182, FHWA, Office of Acquisition Management, (202)366-4227; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel, (202)366-1355, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**Authority:** Secs. 6051-6059, Pub. L. 102-240, 105 Stat. 1914, 2189; 23 U.S.C. 307 note; 49 CFR 1.48.

Issued on: July 1, 1997.

**Edward V.A. Kussy,**

*Acting Chief Counsel, Federal Highway Administration.*

[FR Doc. 97-17651 Filed 7-3-97; 8:45 am]

BILLING CODE 4910-22-P

## 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:** Notice of intent to prepare an Environmental Impact Statement (EIS) and request for comments on proposed EIS scope.

**SUMMARY:** On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assets. The proposed transaction

involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (e.g., intercity passenger service and commuter rail service) that may arise. As part of their primary application to the Board, CSX, NS, and Conrail (collectively, Applicants), have filed a detailed operating plan and prepared an Environmental Report (ER). The ER describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes.

**DATES:** Written comments on the draft scope are due August 6, 1997.

**ADDRESSES:** Office of the Secretary, Case Control Unit, STB Finance Docket No. 33388, Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552. (TDD for the hearing impaired: (202) 565-1695).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The proposed transaction would result in certain existing Conrail facilities and operations being assigned individually to either CSX or NS through operating agreements or other mechanisms, and certain other existing Conrail facilities and operations being shared by, and operated for the benefit of, both CSX and NS. The result would be an expanded CSX rail system, an expanded NS rail system, and certain areas of joint ownership and operations. CSX and NS would continue to compete with each other in the provision of rail freight services and would expand their competition to areas in which Conrail is currently the only major rail carrier. Each of the two railroads would utilize its existing lines, would operate certain Conrail lines independent of the other, and would jointly operate certain Conrail lines.

Applicants anticipate that the proposed transaction would provide for benefits that include: reduced energy

usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. The proposed transaction, also referred to as the proposed action, is detailed in the primary application and in the operating plan and ER that accompanied it. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Applicants served the ER concurrently on appropriate federal, state, and local agencies. Federal agencies included: U.S. Army Corps of Engineers, U.S. Department of Agriculture (Forest Service and Natural Resources Conservation Service), U.S. Department of Interior (Bureau of Indian Affairs, Bureau of Land Management, National Park Service, Office of Environmental Project Review, Fish and Wildlife Service), U.S. Department of Transportation (Federal Railroad Administration, Federal Highway Administration, Federal Transit Administration, U.S. Coast Guard), and U.S. Environmental Protection Agency (EPA). State agencies included clearinghouses, state departments of transportation, public service commissions, and historic preservation offices, in the States of AL, CT, DE, FL, GA, IL, IN, KY, LA, MA, MD, MI, MS, MO, NJ, NY, NC, OH, PA, RI, SC, TN, VA, WV, and the District of Columbia. Applicants also served the ER on cities with populations of over 50,000, as well as counties and regional planning organizations that could be affected.

##### **Environmental Review Process and Alternatives**

The Board's environmental staff, SEA, is soliciting information and comments on the scope of environmental issues to be addressed in the EIS for the proposed transaction. The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made. The first stage of the EIS process is scoping. Scoping is an open process for determining the scope of environmental issues to be addressed in the EIS and their potential for significance.

Existing rail operations are the baseline from which the potential environmental impacts of the proposed transaction will be evaluated. Under the NEPA process, SEA will evaluate only