

beneficial in eliminating some of the stated constraints and speed up TSO approvals.

TSO articles are considered "stand alone" items with broad application and are intended to be design and production approvals independent of installation. The existing TSO provided performance standards for aircraft seating systems and incorporated a number of installation requirements related to head impacts and emergency evacuation. The proposed revision to TSO-C127, which references Society of Automotive Engineers (SAE) Aerospace Standard (AS) 8049, includes the following: deletes the pass/fail criteria for permanent structural deformation, head injury criteria (HIC), and femur loads; expands the belt angle between applicability to general aviation by including additional requirements for compliance with 14 CFR § 23.562; includes a general design requirement specifying that seat the belt and the seat pan (horizontal), be 45-55 degrees; requires additional marking to include the seating system, safety belt and seat cushion part numbers, and minimum seat pitch; permits optional marking to allow aircraft-specific installation limitations; and requires additional data requirements for the manufacturer to report HIC, head strike path, permanent deformations, and femur loads results to the installer/user.

How To Obtain Copies

A copy of the proposed TSO-C127a may be obtained by contacting "For Further Information Contact."

Copies of SAE Aerospace Standard (AS) 8049, "Performance Standards for Seats in Civil Rotocraft and Transport Airplanes," dated July 1990, may be purchased from the Society of Automotive Engineers, Inc., Department 331, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

Issued in Washington, DC, on May 16, 1997.

John K. McGrath,

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

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Bellevue, King County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a NEPA/SEPA environmental impact statement (EIS) will be prepared for a proposed SR 520 Improved Access Project, located between I-405 and 148th Avenue NE in the City of Bellevue, King County, Washington. The EIS will evaluate alternatives and the associated environmental impacts to provide additional access to and from the east on SR 520 to service the commercial/light industrial area south of SR 520.

FOR FURTHER INFORMATION CONTACT:

Gene K. Fong, Division Administrator, Federal Highway Administration, Evergreen Plaza Building, 711 South Capitol Way, Suite 501, Olympia, Washington, 98501, Telephone: (360) 753-9413; John Okamoto, Regional Administrator, Washington State Department of Transportation, Northwest Region, 15700 Dayton Avenue North, Seattle, Washington 98133-9710, Telephone (206) 440-4691; Kim Becklund, Project Development Coordinator, City of Bellevue, PO Box 90012, Bellevue, Washington 98009-9012, Telephone (425) 637-6145.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the City of Bellevue and the Washington State Department of Transportation, proposes to improve access to and from the east on SR 520 between Interstate 405 and west of 148th Avenue NE while maintaining adequate freeway traffic operations and safety and minimizing adverse impacts to businesses and residential neighborhoods. The project would address the need for improved mobility for regional vehicle trips. Level of service, average vehicle delay, queue length, travel speed, and traffic redistribution will be used as measures of effectiveness.

The proposed project is consistent with the current City of Bellevue's Comprehensive Plan and the 1986 Bel-Red Overlake Transportation Study (BROTS) as adopted by the City of Bellevue in 1988. Growth along the SR 520 corridor has increased traffic congestion within the study area to exceed the traffic congestion forecast in the BROTS. Future development in the corridor is expected to create even greater congestion on the transportation network.

To address congestion and maintain an acceptable level of service, as much as practicable, the BROTS recommended providing additional access to and from SR 520 within two general areas: (1) Between I-405 and west of 148th Avenue NE, and (2) between east of 148th Avenue NE and NE 51st Street. For area 2 above, access

needs on SR 520 east of 148th Avenue NE are satisfied with the interchange soon to be constructed at NE 40th Street.

To meet the BROTS recommendation for area 1, in addition to the no action alternative, at least four alternatives relating to new access ramps to serve traffic to and from the east on SR 520 are under consideration in the vicinity of 124th Avenue NE, 130th Avenue NE, 136th Avenue NE, and 140th Avenue NE. Other alternatives identified during the scoping process would also be considered.

The EIS will evaluate alternatives based on their ability to (1) satisfy anticipated access needs between SR 520 and the commercial/light-industrial area south of SR 520 while maintaining adequate freeway operations, and (2) minimize impacts to nearby residential and business neighborhoods.

Environmental issues of concern identified to date include potential impacts to air quality, noise, and changes to community character.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, affected Native American tribes, and private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public pre-scoping open houses were held on December 3rd, 1996, and January 7, 1997. An agency scoping meeting will be held on June 24th, 1997, to solicit agency input. No other scoping meetings have been scheduled. Comments from the public and agencies regarding the scope and significance of issues to be addressed and alternatives to be evaluated in the EIS are requested by July 24th, 1997. Following the circulation of the draft EIS, an open house and public hearing will be held to receive comments on the draft EIS. The draft EIS will be available for agency and public review and comment at the public hearing and for at least 15 days prior to the public hearing. Public notice will be given regarding timing of the public scoping comments period, the public open houses, the EIS hearings, the availability of the draft and final EIS's and the issue of the Record of Decision.

To assure that the full range of issues related to this proposed action 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 EIS, or requests to be added to the mailing list, should be directed to the FHWA, the WSDOT, or the City of Bellevue at the corresponding address provided above.

(Catalog of Federal Domestic Assistance Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 9, 1997.

José M. Miranda,

Environmental Program Manager, Olympia, Washington.

[FR Doc. 97-13308 Filed 5-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Maglev Study Advisory Committee; Notice of Sixth Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Sixth Meeting of the Maglev Study Advisory Committee.

SUMMARY: As required by Section 9(a)(2) of the Federal Advisory Committee Act (FACA), 5 U.S.C. App. 2 (1988) and 41 C.F.R. Part 101-6, section 101-6, 1015(a), the Federal Railroad Administration (FRA) gives notice of the sixth meeting of the Maglev Study Advisory Committee ("MSAC"). The purpose of the meeting is to advise DOT/FRA on the Congressionally mandated study of the near-term applications of maglev technology in the United States.

DATES: The sixth meeting of the MSAC is scheduled for 8:30 a.m. to 5:00 p.m. EDT on Monday, June 9, 1997.

ADDRESS: The sixth meeting of the MSAC will be held in the 7th floor Conference Room at FRA Headquarters, 1120 Vermont Avenue NW, Washington, D.C. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Those with special needs should inform Mr. Mongini 5 days in advance of the meeting so appropriate facilities can be provided.

FOR FURTHER INFORMATION CONTACT: Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA RDV-2, 400 Seventh Street S.W., Washington D.C. 20590 (mailing address only) or by telephone at (202) 632-3286.

SUPPLEMENTARY INFORMATION: The sixth meeting of the Maglev Study Advisory Committee (MSAC) will be held on June 9th from 8:30 a.m. to 5:00 p.m. EDT at the Federal Railroad Administration (FRA) headquarters, 1120 Vermont Avenue, N.W., Washington, DC, in the

7th floor conference room. The meeting is open to the public.

The MSAC was created by the National Highway System Designation Act to advise the Secretary of Transportation in the preparation of a report to be submitted by the Secretary to the Congress evaluating the near term applications of magnetic levitation transportation technology in the U.S. "with particular emphasis on identifying projects warranting immediate application of such technology." The Act further specifies that the study also "evaluate the use of innovative finance techniques for the construction and operation of such projects." The eight committee members collectively have experience in magnetic levitation transportation, design and construction, public and private finance, and infrastructure policy disciplines. The conference report on the National Highway System Designation Act specifies that "[t]he Committee should identify and analyze specific magnetic levitation projects, such as a connector from New York City to its airports, the transportation project under development between Baltimore, Maryland and Washington, DC, and technology transfer efforts underway in Pittsburgh, Pennsylvania, so that Congress can better assess how near-term magnetic levitation technology could complement existing modes of transportation. * * *" The Secretary has assigned responsibility for preparing the report to the Federal Railroad Administrator, working closely with the MSAC. The Secretary's report to the Congress will discuss the extent to which the above and other potential magnetic levitation projects warrant immediate application, taking into account such factors as ability to be financed, benefits vs costs, extent of public commitment and support, and national significance.

This meeting will focus on reviewing a draft of the Secretary's report.

Issued in Washington, D.C. on May 16, 1997.

Donald M. Itzkoff,

Deputy Administrator.

[FR Doc. 97-13330 Filed 5-20-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB No. MC-F-20907]

Greyhound Lines, Inc.—Control—Carolina Coach Company, Inc., Kannapolis Transit Company, and Seashore Trailways

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving finance transaction.

SUMMARY: Greyhound Lines, Inc. (Greyhound or applicant), has filed an application under 49 U.S.C. 14303 to acquire control of Carolina Coach Company, Inc., d/b/a Carolina Trailways (Carolina), Kannapolis Transit Company (Kannapolis), and Seashore Trailways (Seashore). Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subpart B. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments are due by July 7, 1997. Applicants may reply by July 21, 1997. If no comments are received by July 7, 1997, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20907 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of any comments to applicants' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION:

Greyhound is a motor passenger carrier operating nationwide, scheduled, regular-route service. Carolina is also a motor passenger carrier, operating scheduled, regular-route service in Delaware, Maryland, North Carolina, Pennsylvania, Virginia, and the District of Columbia. Kannapolis and Seashore are non-operating motor passenger carriers, holding authority to provide regular-route operations in North Carolina and Virginia.

Under the proposed transaction, Carolina, Kannapolis, and Seashore (which currently are wholly owned subsidiaries of Carolina Associates, Inc.) would remain separate corporations but become wholly owned subsidiaries of Greyhound. Greyhound also controls Texas, New Mexico & Oklahoma