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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc., Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held September 9-12, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: Tuesday, September 9: (1) Plenary Convenes at 9:00 a.m. for 30 minutes; (2) Introductory Remarks; (3) Review and Approval of the Agenda; (4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS, Continue Work on VDL Modes 2 and 3. Wednesday, September 10: (a.m.) (5) WG-2 Continues; (p.m.) (6) WG-3, Review of Activities in VHF Digital Radio MOPS Document Program. Thursday, September 11: (7) WG-3 Continues. Friday, September 12: (8) Plenary Reconvenes at 9:00 a.m.: (9) Review and Approval of the Minutes of the Previous Meeting; (10) Reports from WG's 2 & 3 Activities; (11) Report on VDL Activities; (12) Reports on TDMA Industry Users Session; (13) EUROCAE WG-47 Report and Discussion of Schedule for Joint Meeting with WG-3; (14) Review Issues List and Address Future Work; (15) Other Business (Address FAA Request for Possible Revisions to DO-186A); (16) Dates and Places of Next Meetings.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 14, 1997.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Phase 1A Extension of Tren Urbano

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration and the Puerto Rico Highway and Transportation Authority intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in the city of San Juan, Puerto Rico, as part of the Tren Urbano rail rapid transit project in the San Juan metropolitan area. The SEIS is intended to be a supplement to the Final Environmental Impact Statement (FEIS) for the Tren Urbano, San Juan Metropolitan Area, issued in November 1995.

The SEIS for the Phase 1A project covers the extension of the original line past its currently approved eastern terminus at Segrado Corazón station to a new terminus at Minillas, a distance of approximately 1,500 meters. In addition to the No Action Alternative, two remaining "Build" alternatives for the extension will be considered, designated as Alternatives A and B. Each includes an underground station at Minillas and a station between Segrado Corazón and Minillas. The intermediate station in Alternative A is located on an aerial structure, while in Alternative B the intermediate station is underground.

DATES: Written comments on the scope of alternatives to be considered and impacts to be studied should be sent to the Puerto Rico Highway and Transportation Authority's Tren Urbano Project Office by October 6, 1997. See **ADDRESSES** below.

ADDRESSES: Written comments on the project scope should be sent to Carlos A. Colón, Deputy Executive Director, Puerto Rico Highway and Transportation Authority, P.O. Box 42007, San Juan, PR 00940-2007, FAX (787) 722-1321.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Schruth, Regional

Administrator, Federal Transit Administration, Region IV, (404) 562-3500.

SUPPLEMENTARY INFORMATION:

Description of Study Area and Project Need

The Tren Urbano project now under construction will provide rail transit facilities along a 17.2-km route connecting the areas of Bayamón, Guaynabo, Río Piedras, Hato Rey and Santurce in the San Juan metropolitan area. The double-tracked transit line will include segments at grade, on aerial structures and in a subway, depending on right-of-way and physical and urban factors. The Phase 1A extension of the line will bring rail transit facilities further into the Santurce residential, business and government district by connecting the Minillas area to the rest of the Tren Urbano system.

Alternatives

The No Action alternative, which includes the committed Tren Urbano line already under construction, will serve as the baseline for the evaluation of the "Build" alternatives below, and any additional alternatives generated through public comments or other sources. Several alignments were considered for the expansion before the final two were selected for formal analysis in the Draft SEIS. The alternatives eliminated were dropped due to their adverse consequences on estimated project costs, their contribution to excessive urban disruption or design and engineering difficulties. The remaining two "Build" options proposed for further analysis have been designated Alternative A and Alternative B. They each encompass a route extension of approximately 1,500 meters and include an underground station in the Minillas area, although in differing configurations. Each alternative also includes an intermediate station between the current terminal station at Segrado Corazón and the proposed Minillas station.

Alternative A: Elevated Alignment along PR-1 and PR-22

This alternative would extend the elevated structure west from the end of the tail tracks at Segrado Corazón station along the north service road of PR-1 from Segrado Corazón Street to the interchange of PR-1 and PR-22. The alignment would cross over the roadway of PR-22 turning to the north to be parallel with PR-22 on the west side of the roadway. The elevated guideway would descend into a depressed cut south of Fernández Juncos Avenue and continue in an open cut to an