

without a TSO-C112 (Mode S) transponder installed on those aircraft.

Grant, 04/25/2002, Exemption No. 7183A (Previously Docket 29965)

[FR Doc. 02-10948 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Phoenix Sky Harbor International Airport, Phoenix, AZ

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 a PFC at Phoenix Sky Harbor International Airport 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 May 31, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, P.O. Box 92007, Los Angeles, CA 90009. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David Krietor, Director, City of Phoenix Aviation Department, 3400 Sky Harbor Blvd., Phoenix, AZ 85034. Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Phoenix under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Kevin Flynn, Supervisor, Arizona Standards Section, FAA Airports Division, P.O. Box 92007, Los Angeles, CA, 90009, Telephone: (310) 725-3632. The application may be reviewed in person at 15000 Aviation Blvd., Lawndale, CA 90261.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Phoenix Sky Harbor International Airport 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). On April 24, 2002, the FAA determined that the application to impose and use a PFC submitted by the city of Phoenix 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 August 20, 2002.

The following is a brief overview of the application No.: 02-06-C-00-PHX.

Level of proposed PFC: \$4.50.

Proposed charge effective date: July 1, 2002.

Proposed charge expiration date: June 1, 2006.

Total estimated PFC revenue: \$224,366,000.

Brief description of the proposed projects: Complete Third Runway. (7R-25L) and Associated Projects, Rebuild Center Runway (7L/25R) and Associated Projects, Capital Security Improvements, Community Noise Reduction Program (Voluntary Land Acquisition/Property Exchange), Operating Security Improvements, Residential Sound Assistance Program

Level of proposed PFC: \$3.00.

Proposed charge effective date: July 1, 2002.

Proposed charge expiration date: June 1, 2006.

Total estimated PFC revenue: \$38,640,000.

Brief description of the proposed project: Automated People Mover System (APM)—Design Only.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Nonscheduled/On-Demand Air Carriers filing FAA form 1800-31 and Commuters or Small Certified Air Carriers filing DOT form 298-C T1 or E1.

Any person may inspect the application in person at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the city of Phoenix Aviation Department.

Issued in Lawndale, California, on April 24, 2002.

Ellsworth Chan,

Manager, Safety & Standards Branch, Western-Pacific Region.

[FR Doc. 02-10941 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2000-7257; Notice No. 28]

Railroad Safety Advisory Committee; Notice of Meeting

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

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

SUMMARY: FRA announces the next meeting of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. The meeting will address a wide range of topics, including possible adoption of specific recommendations for regulatory action.

DATES: The meeting of the RSAC is scheduled to commence at 9:30 a.m. and conclude at 4 p.m. on Wednesday, May 29, 2002.

ADDRESSES: The meeting of the RSAC will be held at the Wyndham Washington, DC, 1400 M Street, NW, Washington, DC 20005, (202) 429-1700. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

FOR FURTHER INFORMATION CONTACT: Trish Butera, or Lydia Leeds, RSAC Coordinators, FRA, 1120 Vermont Avenue, NW, Stop 25, Washington, DC 20590, (202) 493-6212/6213 or Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 1120 Vermont Avenue, NW, Mailstop 25, Washington, DC 20590, (202) 493-6302.

SUPPLEMENTAL INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 9:30 a.m. and conclude at 4:00 p.m. on Wednesday, May 29, 2002. The meeting of the RSAC will be held at the Wyndham, Washington, DC, NW., Washington, DC 20005, (202) 429-1700. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual voting representatives and five associate representatives drawn from among 32 organizations representing various rail industry perspectives, two associate representatives from the agencies with

railroad safety regulatory responsibility in Canada and Mexico and other diverse groups. Staffs of the National Transportation Safety Board and Federal Transit Administration also participate in an advisory capacity.

The RSAC will commence with opening remarks from the FRA Administrator. The morning session will be dedicated to a discussion of the state of railroad safety presented by the Associate Administrator for the Office of Safety. Status briefings will be held on Locomotive Cab Working Conditions (brief report on the recent approval of the Sanitation Rule and a status report on the noise initiative), Accident/ Incident Reporting, Event Recorders, and other Working Group activities. The Committee may be requested to act upon recommendations of the Accident Reports Working Group on OSHA conformity (RSAC Task 01-1), recommendations of the Positive Train Control Working Group for resolution of comments on the proposed rule for Processor-Based Signal and Train Control Systems (RSAC Task 97-6) and recommendations of the Roadway Maintenance Machines Working Group on the proposed rule (RSAC Task 96-7). The RSAC will also be briefed on the 1-800 Highway-Rail Crossing Notification System and the Freight Rolling Stock ReflectORIZATION action.

See the RSAC Web site for details on pending tasks at: <http://rsac.fra.dot.gov/>. Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, DC on April 29, 2002.

George A. Gavalla,

Associate Administrator for Safety.

[FR Doc. 02-10953 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34188]

ISG South Chicago & Indiana Harbor Railway Company—Acquisition and Operation Exemption—Rail Lines of the Chicago Short Line Railway Company

ISG South Chicago & Indiana Harbor Railway Company (SCIH), a noncarrier,¹ has filed a notice of exemption under 49 CFR 1150.31 to acquire and operate, pursuant to an agreement entered into

between ISG and LTV Steel Company, Inc. (LTV), the railroad lines, trackage rights, and substantially all other assets of the Chicago Short Line Railway Company (CSL).² SCIH will acquire CSL's interest in approximately 5 miles of railroad line generally located between Pullman Junction and Rock Island Junction, in South Chicago, Cook County, IL. Specifically, SCIH proposes to acquire the following: (1) An undivided one-half interest in and to: 1,595 track feet of track commencing at approximately EPS 155+95 near E. 95th Street and Woodlawn Avenue and ending at approximately EPS 171+90 near E. 95th Street and Stony Island Avenue; 312 track feet of track commencing at approximately EPS 171+90 and ending at approximately EPS 175+02; 193 track feet of crossover track located between approximately EPS 170+95.2 and approximately EPS 172+88.2; the westerly segment of crossover track being 95 track feet located at approximately EPS 174+07 and connecting to the east bound main track as located near E. 95th St. and Stony Island Avenue, in the City of Chicago; (2) 978 track feet extending from approximately EPS 175+02 near E. 95th Street and Stony Island Avenue to approximately EPS 184+80; (3) two parallel main railroad tracks, one comprised of approximately 10,754 track feet and the other comprised of approximately 9,254 track feet, extending from approximately EPS 175+02 near E. 95th St. and South Chicago Avenue to approximately EPS 282+61 near E. 95th and South Chicago Avenue, in the City of Chicago; (4) an undivided one-half interest in approximately 976 track feet of track providing a rail connection with Norfolk Southern Railway Company (NS) at Rock Island Junction near E. 95th Street and South Chicago Avenue as located beginning at approximately EPS 275+44; and (5) one track comprised of approximately 186 track feet at South Chicago Avenue, in the City of Chicago. SCIH also will acquire more than 5 miles of yard, switching, industrial and other trackage owned by CSL in the vicinity of its 98th Street Yard in South Chicago and in the vicinity of the Acme Steel facility in South Deering, IL, over which the Board does not have jurisdiction. See 49 U.S.C. 10906.

In addition to the railroad lines owned by CSL, SCIH will acquire any and all trackage rights that are held by CSL over the rail lines of third parties. These trackage rights include the following 9.65 miles of overhead trackage rights that CSL acquired from

Consolidated Rail that are currently operated by NS: (1) The 0.05±-mile segment between NS's right-of-way line and the point of switch of the new interlocked switch in NS's Chicago Line at milepost 509.5±, in South Chicago, IL; (2) the 7.40±-mile segment comprising main tracks (including appurtenant sidings, crossovers, and connecting tracks) of the NS Chicago Line between milepost 502.6±, at Indiana Harbor, IN, and milepost 510.0±, at South Chicago; (3) the 0.20±-mile segment of the BRC connection lead between the connection with the NS Chicago Line main track at milepost 509.7±, in South Chicago, then westerly to NS's property line at Rock Island Junction, IL; and (4) the 2.0±-mile segment of NS's Calumet River Line between its connection with the Chicago Line at milepost 0.0±, in South Chicago, and milepost 1.9±, at South Chicago, plus 0.1±-mile through 110th Street Yard.³

SCIH also will acquire approximately 13.5 miles of CSL's overhead trackage rights over the following railroad lines: (1) CSXT's Lake Subdivision between approximately milepost 251.3 near Indiana Harbor, IN, and approximately milepost 257.3 near Rock Island Junction, IL, a distance of approximately 6 miles; (2) NS's ex-NKP line and parallel ex-C&WI line between Pullman Junction, IL, and South Deering, a distance of approximately 2 miles; (3) Belt Railway of Chicago's District Tracks between Rock Island Junction and South Deering, a distance of approximately 2.5 miles; and (4) Chicago Rail Link's railroad line between Rock Island Junction and South Deering, a distance of approximately 3 miles.

The total distance of trackage rights proposed to be acquired by SCIH is approximately 23.15 miles. SCIH will also acquire any and all rights held by CSL to operate over the tracks of third parties for interchange, switching and other purposes. Separate Board approval is not required for the acquisition of these rights.

SCIH certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier, and further certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. SCIH will become a Class III rail carrier after consummation of the transaction proposed here and it will operate as a switching/terminal railroad.

³ See *Chicago Line Railway Company—Trackage Rights Exemption—Consolidated Rail Corporation*, Finance Docket No. 32828 (ICC served Dec. 29, 1995).

¹ SCIH is a wholly owned subsidiary of ISG Indiana Harbor Inc., which is a wholly owned subsidiary of International Steel Group, Inc. (ISG).

² CSL is a subsidiary of LTV.