

FAA Headquarters Building, 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

The FAA has developed a new Technical Standard Order, TSO-C165, Electronic Map Display Equipment for Graphical Depiction of Aircraft Position. This proposed TSO prescribes the MPS for moving map equipment set forth in section 2 of RTCA Document No. (RTCA/DO)-257A, "Minimum Operational Performance Standards for the Depiction of Navigational Information on Electronic Maps," dated June 25, 2003. The standards of this TSO apply to equipment intended to provide graphical depiction of navigation information on electronic moving map displays for use as an aid to other approved means of navigation. For portable devices, this TSO may be used in combination with Advisory Circular (AC) 120-76A, "Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag Computing Devices," to obtain a TSO authorization or letter of design approval for an Electronic Map Display for use on the airport surface.

How To Obtain Copies

You may get a copy of the proposed TSO from the internet at: <http://www.faa.gov/certification/aircraft/TSOA.htm>. You may request a copy from Mr. Brad Miller. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

Issued in Washington, DC, on June 26, 2003.

David W. Hempe,

Manager, Aircraft Engineering Division,
Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement:
Prince George, Sussex, Surry,
Southampton and Isle of Wight
Counties, and the City of Suffolk, VA**

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for proposed highway improvements in the U.S. Route 460 corridor from I-295 near Petersburg to the City of Suffolk in Virginia.

FOR FURTHER INFORMATION CONTACT:

Kenneth R. Myers, Planning & Environmental Program Manager, Federal Highway Administration, PO Box 10249, Richmond, Virginia 23240-0249. Telephone: (804)775-3353.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Virginia Department of Transportation (VDOT), will prepare an environmental impact statement on the proposed transportation improvements to the Route 460 corridor from the intersection of Routes 460 and I-295 in Prince George County near Petersburg to the interchange of Routes 460 and 58 along the Suffolk Bypass. The study area for the proposed corridor improvements would be approximately 10 miles in width and 50 miles in length.

Alternatives under consideration include: (1) Taking no action (no-build); (2) transportation system management alternative, which would provide, to the extent possible, safety upgrades to the existing alignment, signalization improvements, intersection improvements, intelligent transportation system (ITS) technologies, and access management techniques; (3) a mass transit alternative which, to the extent feasible, will evaluate commuter rail, light rail, express bus and bus rapid transit options and, (4) alternative corridor alignment build alternatives which will include new location freeway alternatives, and one alternative along existing 460 with the option for bypasses around several towns along the route.

The FHWA and VDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments will be sent by the VDOT to appropriate Federal, State, and local agencies, and to private organizations and other interested parties as part of the scoping effort. Scoping meetings are being planned and will be announced by VDOT when schedules have been confirmed. Early coordination with State and Federal permit and resource agencies has been initiated and will continue through the development of the EIS. The Corps of Engineers, the Environmental Protection Agency and the Fish and Wildlife Service are being requested to be cooperating agencies. At least one

location public hearing will be held for which public notice will be given of the time and place. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure 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 should be directed to the FHWA at the address provided above.

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

Issued on: June 26, 2003.

Kenneth R. Myers,

Planning & Environmental Program Manager.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 552 (Sub-No. 7)]

Railroad Revenue Adequacy—2002 Determination

AGENCY: Surface Transportation Board,
DOT.

ACTION: Notice of decision.

SUMMARY: On July 2, 2003, the Board served a decision announcing the 2002 revenue adequacy determinations for the Nation's Class I railroads. No carrier is found to be revenue adequate.

EFFECTIVE DATE: This decision is effective July 2, 2003.

FOR FURTHER INFORMATION CONTACT:

Leonard J. Blistein, (202) 565-1529.

(Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.)

SUPPLEMENTARY INFORMATION: The Board is required to make an annual determination of railroad revenue adequacy. A railroad is considered revenue adequate under 49 U.S.C. 10704(a) if it achieves a rate of return on net investment equal to at least the current cost of capital for the railroad industry for 2002, determined to be 9.8% in *Railroad Cost of Capital—2002*, STB Ex Parte No. 558 (Sub-No. 6) (STB served June 19, 2003). This revenue adequacy standard was applied to each Class I railroad, and no carrier was found to be revenue adequate for 2002.