

Issued on July 1, 2003 in Washington, DC.
Andrew S. Steinberg,
Chief Counsel.
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Seat Certification Conference

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public conference.

SUMMARY: This notice announces a public conference that the Federal Aviation Administration (FAA) is holding to present its views and hear comments from the public concerning issues relating to seat certification processes for transport category airplanes.

DATES: The conference will be held in Seattle, Washington, on September 17-18, 2003, beginning at 8:30 a.m.

Registration: Registration will begin at approximately 7:30 a.m. on Wednesday, September 17. If you plan to attend the conference, you are encouraged to pre-register by contacting the person identified later in this notice as the contact for further information.

ADDRESSES: The conference will be held at the Holiday Inn Select Hotel, One South Grady Way, Renton, WA 98055 telephone (425) 226-7700. We have reserved a block of guest rooms for the conference at the Holiday Inn Select Hotel at a group rate. This block of rooms will be held until September 10, 2003. You should contact the hotel directly for reservations and identify yourself as a participant in the FAA Public Technical Conference to ensure proper credit.

FOR FURTHER INFORMATION CONTACT: Jim Cashdollar, FAA, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2785; facsimile (425) 227-1149.

SUPPLEMENTARY INFORMATION: Section 757 of Public Law (Pub. L.) 106-81, The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, required the FAA to establish a government-industry team to simplify the seat certification process for transport category airplanes. The FAA established this team and has been working for over two years to improve and simplify the process of seat certification in accordance with the Act.

One of the actions the team recommended is the hosting of an annual conference to provide information to the public regarding accomplishments to date and to promote standard application of requirements and certification processes. The first annual conference was held March 7, 2002.

Participation at the Conference

Although the primary purposes of the conference is to convey information regarding the simplification of seat certification processes, presentation by the public will be accommodated at the conference to the extent that time allows. If you are interested in presenting material or oral statements, you should submit your request, along with any presentation materials, to the FAA prior to August 15, 2003. Submit your request to the person listed under the heading **FOR FURTHER INFORMATION CONTACT**, along with an estimate of the time needed for your presentation. Requests received after August 15, 2003, will be considered and may be scheduled, time permitting, during the conference. Every effort will be made to accommodate as many presenters as possible in the time allotted.

Conference Agenda

A preliminary agenda will be available for review at the following website by July 1, 2002: <http://www.faa.gov/certification/index-tad.htm>. We will update the agenda posted on the conference Web site periodically as conference participants provide further details of their presentations.

Conference Procedures

The following procedures are established to facilitate the conference:

- Attendance at the conference on September 17 and 18 is open to the public, but will be limited to the space available.
- There will be no admission fee or other charge to attend or participate in the conference. The opportunity to comment on the presentations will be available to all persons, subject to availability of time.
- The conference is primarily designed to provide information to the public concerning issues related to seat certification processes. As such, the conference will contain detailed presentations by FAA and industry participants regarding the accomplishments to date, as well as explanations of recently published documents.
- The conference will be conducted in an informal manner. Participants may

ask questions to clarify statements made during the presentations.

- Representatives of the FAA will preside over the conference. A panel of FAA and industry personnel involved in this issue will be present.
- Statements made by FAA members of the conference panel are intended to facilitate discussion of the issues or to clarify issues. Unless stated as such, these statements should not necessarily be construed as an FAA position.
- An individual, whether speaking in person or in a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, additional time may be allotted.
- The FAA will try to accommodate all questions, time permitting.
- The FAA will review and consider all material presented by participants at the conference. Participants are requested to provide an electronic copy of all presentation materials for use during the conference to the individual listed above under the heading **FOR FURTHER INFORMATION CONTACT**. Hard copies may be provided to the audience at the discretion of the participant.

Issue in Renton, WA, on June 25, 2004.

Vi Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-17364 Filed 7-8-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Jefferson and Clearfield Counties, PA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Cancellation of the notice of intent.

SUMMARY: This notice rescinds the previous Notice of Intent (issued January 17, 2002) to prepare an Environmental Impact Statement for a proposed highway project within the study area of U.S. 219 (eastern terminus), S.R. 0830 (western terminus), Interstate 80 (southern terminus) and the DuBois-Jefferson Airport (northern terminus).

FOR FURTHER INFORMATION CONTACT: David W. Cough, P.E., Director of Operations, Federal Highway Administration, Pennsylvania Division Office, 228 Walnut Street, 5th Floor, Harrisburg, PA 17101-1720, Telephone (717) 221-3411 or Mark S. Rozich, P.E., Project Manager, Pennsylvania Department of Transportation, District

10-0, Route 286 South, PO Box 429, Indiana, Pennsylvania 15701, (724) 357-2852.

SUPPLEMENTARY INFORMATION: Social, cultural and natural analyses have indicated that there will be no significant impacts associated with this project. An Environmental Assessment will be prepared.

(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.)

Dated: July 2, 2003.

David C. Lawton,

*FHWA Assistant Division Administrator,
Harrisburg, PA.*

[FR Doc. 03-17354 Filed 7-8-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on a Light Rail Transit Extension From Sierra Madre Villa Station in Pasadena to Montclair in Metropolitan Los Angeles, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles to Pasadena Metro Blue Line Construction Authority (referred to hereafter as the Gold Line Construction Authority) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements between Pasadena and Montclair in Los Angeles and San Bernardino counties in California. The EIS will be prepared as a joint EIS and Environmental Impact Report (EIR) to satisfy the requirements of both NEPA and the California Environmental Quality Act (CEQA).

The purpose of this notice is to notify interested individuals, organizations, and business entities, affected Native American Tribes, and Federal, State, and local governmental agencies of the intent to prepare an EIS/EIR and to invite participation in the study. At present, four alternatives are proposed for evaluation in the EIS/EIR. These alternatives were developed during a Planning Alternatives Analysis undertaken by the Gold Line Construction Authority and the San

Gabriel Valley Council of Governments (SGVCOG) in 2001-2002. In addition, reasonable alternatives identified through the scoping process will be evaluated in the EIS/EIR.

Scoping will be accomplished through correspondence and discussions with interested persons, organizations, and Federal, State, and local agencies, and through public and agency meetings. FTA intends to invite the SGVCOG, the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the Federal Railroad Administration to be cooperating agencies in preparing the NEPA documents.

DATES: Comment Due Date: Written comments on the scope of the EIS/EIR, including the alternatives and impacts to be considered, must be received no later than August 1, 2003. Written comments should be sent to the Gold Line Construction Authority at the address given below in **ADDRESSES**.

Scoping Meeting Dates: Four public open-house scoping meetings will be held from 5 p.m. to 8 p.m. on July 15, 16, 17, and 21, 2003 at locations given below in **ADDRESSES**. An interagency scoping meeting will also be held on July 22, 2003, from 2 p.m. to 5 p.m. at the Gold Line Construction Authority offices, 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030

ADDRESSES: Written comments should be sent to Susan Hodor, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030; phone: (626) 403-5500; fax: (626) 799-8599. Information on the project may be obtained from the Gold Line Construction Authority by faxing a request to Susan Hodor at (626) 799-8599 or by e-mail at shodor@metrogoldline.org or by visiting the project Web site at <http://www.metrogoldline.org>.

The public open-house scoping meetings will be held at the following four locations. Identical information about the proposed project will be provided at each of the meetings and interested parties may participate at any of the meetings. There will be no formal presentation at the open-house scoping meetings; members of the public are invited to attend at any time between 5 p.m. and 8 p.m. on these dates:

July 15, 2003: City Hall, City of San Dimas, 245 E. Bonita Ave., San Dimas, CA 91773.

July 16, 2003: City Hall, City of Claremont, 207 Harvard Ave., Claremont, CA 91711.

July 17, 2003: Public Library—Community Room, City of South

Pasadena, 1115 El Centro Street, South Pasadena, CA 91030.
July 21, 2003: City Hall, City of Arcadia, 240 W. Huntington Drive, Arcadia, CA 91007.

All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter or a translator, should contact Susan Hodor at (626) 403-5500 at least 48 hours in advance of the meeting so that arrangements can be made.

FOR FURTHER INFORMATION CONTACT: Mr. Ervin Poka, Team Leader, or Mr. Ray Tellis, Program Specialist, FTA/FHWA Metropolitan Office, 888 S. Figueroa St. (Suite 1850), Los Angeles, California 90017; phone: (213) 202-3950; fax: (213) 202-3961.

SUPPLEMENTARY INFORMATION:

I. Description of Study Area and Scope

The purpose of the proposed action is to improve east-west mobility across the 24-mile long corridor in the San Gabriel Valley, to relieve congestion on existing transportation facilities, to increase connections to work and educational destinations within the San Gabriel Valley and the Los Angeles region, to support economic revitalization in each city along the corridor, and to contribute to the preservation and enhancement of the natural environment. The corridor includes the cities: Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties: Los Angeles and San Bernardino.

II. Alternatives

The alternatives proposed for evaluation in the EIS/EIR were developed during a Planning Alternatives Analysis that began in September 2001 and continued through June 2002. The Planning Alternatives Analysis can be reviewed on the project Web site: <http://www.metrogoldline.org>. The Planning Alternatives Analysis looked at transportation conditions and possible solutions for improving mobility across the 24-mile long corridor from Pasadena to Claremont. Seven alternatives were examined in this study and screened down to a Locally Preferred Alternative (LPA) selected by the Gold Line Construction Authority and the San Gabriel Valley Council of Governments (SGVCOG). The LPA is a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to the Claremont Transit Center. The Sierra Madre Villa LRT