

**DEPARTMENT OF STATE**

[Public Notice 6971]

**U.S. Department of State Advisory Committee on Private International Law Study Group Notice of Meeting on the United Nations Commission on International Trade Law (UNCITRAL) Draft Legislative Guide on Secured Transactions and Its Treatment of Security Rights in Intellectual Property (IP)**

The Department of State, Office of the Legal Adviser, Private International Law and the U.S. Patent and Trademark Office will convene another round table public meeting to discuss the supplement to the UNCITRAL Legislative Guide on Secured Transactions ("the Guide") dealing with security rights in intellectual property, as well as possible future work in UNCITRAL on an IP licensing guide. The meeting will take place on Friday, May 14, 2010 from 10 a.m. to 12:30 p.m. EST at the Department of State, Office of Private International Law, 2430 E Street, NW., Washington, DC. This is not a meeting of the full Advisory Committee, but a meeting of one of its Study Groups.

Please follow the link below for the report of the final session of the Working Group, February 8–12, 2010, in New York (A/CN.9/689), as well as the draft text of the IP supplement to the Guide (A/CN.9/700 and Add. 1–7) that will be considered for final adoption by UNCITRAL at its annual session in June in New York. <http://www.uncitral.org/uncitral/en/commission/sessions/43rd.html>.

The UNCITRAL Third International Colloquium on Secured Transactions held March 1–3, 2010 in Vienna discussed possible future work in the area of secured transactions and, in particular, further work after the completion of the supplement to the Guide. A variety of topics were discussed in the colloquium, including possible future work on a contractual guide on intellectual property licensing. UNCITRAL will also consider this issue at its annual session. Please follow the link below for papers presented at the colloquium. <http://www.uncitral.org/uncitral/en/commission/colloquia/3rdint.html>.

The report of the colloquium is not yet available.

**Time and Place:** The meeting will take place on Friday, May 14, 2010 from 10 a.m. to 12:30 p.m. EST at the Department of State, Office of Private International Law, 2430 E Street, NW., Washington, DC.

**Public Participation:** This Study Group round table meeting is open to the public, subject to the capacity of the meeting room. Access to the meeting building is controlled; persons wishing to attend should contact Tricia Smeltzer or Niesha Toms of the Department of State Legal Adviser's Office at [SmeltzerTK@state.gov](mailto:SmeltzerTK@state.gov) or [TomsNN@state.gov](mailto:TomsNN@state.gov) and provide your name, e-mail address, and mailing address to get admission into the meeting or to get directions to the office. Persons who cannot attend but who wish to comment are welcome to do so by e-mail to Michael Dennis at [DennisMJ@state.gov](mailto:DennisMJ@state.gov) or Justin Hughes at [justin.hughes@uspto.gov](mailto:justin.hughes@uspto.gov). A member of the public needing reasonable accommodation should advise those same contacts not later than May 12th. Requests made after that date will be considered, but might not be able to be fulfilled. If you are unable to attend the public meeting and you would like to participate by teleconferencing, please contact Tricia Smeltzer or Niesha Toms at 202–776–8420 to receive the conference call-in number and the relevant information.

Dated: April 23, 2010.

**Michael J. Dennis,**

*Attorney-Adviser, Office of Private International Law, Office of the Legal Advisor, U.S. Department of State.*

[FR Doc. 2010–10021 Filed 4–28–10; 8:45 am]

**BILLING CODE 4710–08–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Airborne Area Navigation Equipment Using Loran-C Inputs**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of cancellation of: (1) Loran-C navigation system Technical Standard Orders (TSO); and (2) the revocation of Loran-C navigation system TSO Authorizations (TSOA), and request for public comment.

**SUMMARY:** This notice announces the cancellation of Technical Standard Order (TSO) C–60, Airborne Area Navigation Equipment Using Loran-C inputs and all subsequent revisions. The effect of the cancelled TSOs will result in the revocation of all Technical Standard Order Authorizations issued for the production of those navigational systems. These actions are necessary because the Loran-C Navigation System ceased operation on February 8, 2010.

**DATES:** Comments must be received on or before June 1, 2010.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kevin Bridges, AIR–130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385–4627, fax (202) 385–4651, e-mail to: [kevin.bridges@faa.gov](mailto:kevin.bridges@faa.gov).

**SUPPLEMENTARY INFORMATION:****Comments Invited**

You are invited to comment on the cancellation of the TSO and the revocation of the associated TSOAs by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, at the above address, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

**Background**

The Loran-C navigation system ceased transmitting usable signals on February 8, 2010. Because the Loran-C system ceased operation, the FAA intends to cancel all Loran-C Technical Standard Orders and revoke all associated Technical Standard Order Authorizations (TSOA).

The FAA database contains one (1) specific TSO requiring the Loran-C system as a means of navigation, and numerous TSOAs issued for the design and manufacture of Loran-C avionics equipment. This announcement serves as notice to all Loran-C TSOA holders that the FAA intends to cancel all TSOs (including active historical TSOs) and revoke all TSOAs for Loran-C avionics equipment.

Issued in Washington, DC.

**Susan J.M. Cabler,**

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

[FR Doc. 2010–9947 Filed 4–28–10; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****Moynihan Station Development Project**

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

**ACTION:** Notice of availability of and public comment period for the Moynihan Station Development Project Environmental Assessment.

**SUMMARY:** The Federal Railroad Administration announces the availability of the Moynihan Station

Development Project (Project) Environmental Assessment (EA) for public review and comment. The EA was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. 4321 *et seq.*, the Council on Environmental Quality NEPA implementing regulations, 40 CFR parts 1500–1508, and the FRA NEPA procedures, 64 FR 28545 (May 26, 1999). FRA is the lead Federal agency and the New York State Urban Development Corporation d/b/a the Empire State Development Corporation (ESDC) is the lead State agency.

ESDC, its subsidiary Moynihan Station Development Corporation (MSDC), and the Port Authority of New York and New Jersey (PANYNJ) have proposed to redevelop the James A. Farley Building and its Western Annex into a new intermodal transportation facility, to be called the Daniel Patrick Moynihan Station (Moynihan Station). Moynihan Station would be one component of the Project that would also include the commercial redevelopment of the Western Annex and the construction of a 1.1 million square foot mixed-use building fronting on the east side of Eight Avenue between West 33rd and West 34th Streets utilizing development rights associated with the Farley Complex.

**DATES:** FRA invites interested Members of Congress, state and local governments, other Federal agencies, Native American tribal governments, organizations, and members of the public to provide comments on the EA, which is available at [http://www.empire.state.ny.us/Subsidiaries\\_Projects/MSDC/MSDC.html](http://www.empire.state.ny.us/Subsidiaries_Projects/MSDC/MSDC.html) or by request from MSDC at the address listed below under Further Information. The 30-day public comment period begins on April 28, 2010 and ends on May 28, 2010. FRA and ESDC will consider all comments received or postmarked by that date in preparing the Final EA. Comments received or postmarked after that date will be considered to the extent practicable.

On April 28, 2010, ESDC and MSDC, in accordance with the New York State Urban Development Corporation Act (UDC Act), will be holding a public hearing to consider the proposed draft March 2010 Phase 1 Amended General Project Plan. The hearing will be held at the James A. Farley Post Office Building, located at 380 West 33rd Street, Room 4500, New York, New York, 10199 from 4 p.m. to 8 p.m. Although FRA and ESDC will not be presenting the EA at this hearing and

oral comments on the EA will not be accepted, it is an opportunity for interested parties to learn more about the Project.

**ADDRESSES:** Comments may be submitted in writing. Written comments may be submitted to ESDC and MSDC at 633 Third Avenue, New York, New York 10017, attention: Rebecca Pellegrini. Written comments will also be accepted at the April 28th public hearing.

**FOR FURTHER INFORMATION CONTACT:** For further information regarding the EA or the Project, please contact: Ms. Rebecca Pellegrini, Moynihan Station Development Corporation, 633 Third Avenue, New York, New York; or by e-mail at [rpellegrini@empire.state.ny.us](mailto:rpellegrini@empire.state.ny.us) with “Moynihan Station Development Project” in the subject heading, or Mr. John Winkle, Transportation Industry Analyst, Office of Passenger Programs, Federal Railroad Administration, 1200 New Jersey Ave., SE., Room W38–311, Washington, DC 20590 (telephone 202 493–6067), or by e-mail at [John.Winkle@DOT.Gov](mailto:John.Winkle@DOT.Gov) with “Moynihan Station Development Project” in the subject heading.

**SUPPLEMENTARY INFORMATION:**

*I. Description of Project.* The approximately 1.3 million square foot Farley Complex occupies a “superblock” from West 31st to West 33rd Streets and from Eighth Avenue to Ninth Avenue. Built over the Pennsylvania Station (Penn Station) rail facilities, including the westernmost portion of most of the passenger platforms and other rail yard facilities, the Farley Complex is integrated into the larger Penn Station Complex.

Penn Station is the busiest transportation facility in the United States, accommodating over 530,000 daily passengers, including intercity passengers riding Amtrak, local commuter rail passengers, and subway riders. It is, however, plagued with design problems. As a result, it is difficult to navigate and has passenger facilities that do not meet current industry standards related to safe egress times and universal accessibility. The station, already operating above its design capacity, is projected to experience a growing passenger load as development continues in the surrounding neighborhoods.

To address the larger issue of inadequate capacity at Penn Station, ESDC, MSDC and FRA have proposed a program of improvements at the Farley Building that will relocate Amtrak’s intercity passenger rail operations to a new Moynihan Station to be constructed within the eastern portion of the Farley

Building. This work will significantly improve access to, and egress from, the platforms and the connections between Penn Station, the Farley Building, and the existing New York City subway lines.

The project as currently envisioned will take place in two phases. Phase 1 work, which is primarily below street level, will consist of expanding and extending the existing West End Concourse so that it spans all existing tracks (with new access to Eighth Avenue), expanding the existing 33rd Street Connector, adding several platform ventilation elements, and adding several entrances to the new Moynihan Station. Phase 2 will consist of development of the Station itself, including the Train Hall, concourse and street-level portions of the Station, reactivation of currently-unused Platform 12 for passenger use, and the non-Station commercial development of the Farley Complex.

*II. Previous Environmental Reviews.* The development of plans for improved New York City passenger facilities has been underway since as early as 1991 when Amtrak began planning for a new intermodal transportation facility. The potential availability of the Farley Complex led to additional efforts to devise plans that incorporated passenger rail facilities in the Farley Complex. A series of environmental reviews have accompanied the various proposals for improvements to the Penn Station facilities and site, including most recently the final Environmental Impact Statement (EIS) that was issued by ESDC under SEQRA in August 2006. That EIS evaluated the impacts of a larger project that included relocating Madison Square Garden to the Farley Building and renovating Penn Station itself. Those elements have subsequently been dropped and this EA addresses the Project as currently defined.

Issued in Washington, DC, on April 23, 2010.

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development.*

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**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

**AGENCY:** Federal Aviation Administration (FAA), DOT.