

airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator as prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action.

Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The Westover Metropolitan Development Corporation submitted to the FAA, on January 26, 1994, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 1990 to June 1995. The Westover Metropolitan Airport/Air Reserve Base noise exposure maps were determined by FAA to be in compliance with applicable requirements on July 31, 1995. Notice of this determination was published in the **FEDERAL REGISTER** on August 11, 1995.

The Westover study contains a proposed noise compatibility program comprised of actions designed for implementation by airport management and adjacent jurisdictions from the date of study completion to beyond the year 1998. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on July 31, 1995, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained 13 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive

requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator effective January 26, 1996.

Approval was granted for 12 specific program elements: preferential runway use, flight track changes, land acquisition, sound insulation, compatible land use zoning, land use airport overlay district, subdivision regulations, a pilot awareness program, a public awareness program, and a computer spread sheet program to monitor noise abatement performance.

One program element was partially approved and partially disapproved: monitoring nighttime operations and runway use.

FAA's determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator on January 26, 1996. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the office of the Westover Metropolitan Development Corporation, 3911 Pendleton Avenue, Chicopee, Massachusetts.

Issued in Burlington, Massachusetts, on February 5, 1996.

Bradley A. Davis,

Acting Manager, Airports Division, New England Region.

[FR Doc. 96-3495 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-13-M

Intent to Prepare an Environmental Impact Statement and To Hold Environmental Safety Area and Other Airport Master Plan Improvements at Bridgeport-Sikorsky Memorial Airport, Stratford, CT

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public environmental scoping meetings.

SUMMARY: The Federal Aviation Administration (FAA) is issuing notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposal by the City of Bridgeport and the Federal Aviation Administration to construct runway safety area improvements to Runway 06-24, relocate a portion of a public highway, install an approach light system to Runway 06, extend Runway 06-24, and undertake related Airport Master Plan development at Bridgeport-Sikorsky Memorial Airport, Stratford, Connecticut. To ensure that all significant issues related to the

proposed action are identified, public scoping meetings will be held.

FOR FURTHER INFORMATION CONTACT:

John Silva, Manager, Environmental Programs, Airports Division, New England Region, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone number: 617-238-7602.

SUPPLEMENTARY INFORMATION: Because of the potential for significant adverse environmental effect, primarily to wetlands, floodplain areas, and highway traffic, comments and suggestions are invited from federal, state, and local agencies, and other interested parties, in order to ensure that a full range of issues related to the proposed projects are identified and addressed in the scope of work for the EIS. Comments and suggestions may be mailed to FAA at the above address.

PUBLIC SCOPING MEETINGS: In order to provide public input, a scoping meeting for federal, state, and local agencies will be held on Thursday, March 14, 1996, at 2 pm at the Avon Room, Ramada Inn, 225 Lordship Blvd., Stratford, Connecticut. An additional meeting to receive public input will be held on Thursday, March 14, 1996, at 5 pm, in the Grand Ballroom at the same Ramada Inn. These meetings will be preceded by a field tour of the project area at 11 am on the same day. The tour will commence from the entrance to the main terminal building at Sikorsky Memorial Airport, Great Meadow Road, Stratford, Connecticut. Representatives of federal, state, and local agencies are encouraged to attend all three events. Additional information may be obtained by contacting FAA at the above address or telephone number.

Issued in Burlington, Massachusetts, on February 6, 1996.

John C. Silva,

Acting Manager, Airports Division FAA, New England Region.

[FR Doc. 96-3496 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-13-M

RTCA, Inc.; Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

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 a Special Committee 159 meeting to be held March 4-8, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut

Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda for March 4, March 5, March 6, and March 7 will address specific working group (WG) issues as follows: March 4-5, WG-6 Interference Issues; March 5, WG-1 GPS/GLONASS, WG-3A GPS/Inertial, WG-4 (Afternoon) Ad Hoc (DO-217 Change); March 6, WG-2 WAAS Precision; March 6-7, WG-4 Precision Landing Guidance and Airport Surface Surveillance.

The agenda for the March 8 Plenary Session will be as follows: (1) Chairman's Introductory Remarks; (2) Approval of Minutes of the Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: a. GPS/GLONASS (WG-1); b. GPS/WAAS Precision (WG-2); c. GPS/Other Navigation Systems (WG-3A/B); d. GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4A/B) and Ad Hoc; e. Fault Detection and Isolation (WG-5); f. Interference Issues (WG-6); (4) Review of EUROCAE Activities; (5) Assignment/Review of Future Work; (6) Other Business; (7) Date and Place of Next Meeting.

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, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on February 12, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-3487 Filed 2-14-96; 8:45 am]

BILLING CODE 4810-13-M

Surface Transportation Board¹

[STB Finance Docket No. 32845]

Consolidated Rail Corporation and CSX Transportation, Inc.—Acquisition and Operation—Nicholas, Fayette and Greenbrier Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of acceptance of application.

SUMMARY: The Board accepts for consideration the application filed

January 16, 1996, by Consolidated Rail Corporation (Conrail) and CSX Transportation, Inc. (CSXT) to acquire from the Nicholas, Fayette and Greenbrier Railroad Company (NF&G) and operate approximately 143 miles of rail line located in West Virginia. The Board finds that this is a transaction subject to 49 U.S.C. 11325(d).

DATES: This decision is effective on February 15, 1996. Written comments, including comments from the Secretary of Transportation and the Attorney General of the United States, must be filed with the Board no later than March 15, 1996. The Board will issue a service list shortly thereafter. Comments must be served on all parties of record within 10 days after the Board issues the service list. Applicants' reply is due April 5, 1996.

ADDRESSES: Send an original and 10 copies of pleadings referring to STB Finance Docket No. 32845 to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423; (2) Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Room 5101, 400 Seventh Street, S.W., Washington, DC 20530; (3) Attorney General of the United States, Washington, DC 20530; (4) Charles M. Rosenberger, 500 Water Street, J150, Jacksonville, FL 32202; (5) Paul R. Hitchcock, 500 Water Street, J150, Jacksonville, FL 32202; and (6) Anne Treadway, 2001 Market Street, Two Commerce Square, Philadelphia, PA 19101.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: By application filed January 16, 1996, Conrail, CSXT, and NF&G (collectively, Applicants) seek approval under 49 U.S.C. 11323-25, for Conrail and CSXT to acquire and operate NF&G's rail lines in West Virginia.

The applicants recite that this is a minor transaction as defined in 49 CFR Part 1180, the regulations that implemented former 49 U.S.C. 11343-45. The Act has revised those statutory provisions and reenacted them as 49 U.S.C. 11323-25. The transaction here specifically is subject to the standards of 49 U.S.C. 11324(d), because the transaction does not involve the merger or control of two Class I railroads and the transaction is subject to the

procedures set out at 49 U.S.C. 11325(d) of the Act. Section 204(a) provides that all ICC rules in effect on the date of the enactment of the Act "shall continue in effect according to their terms until modified, terminated, superseded, set aside, or revoked in accordance with law by the Board . . . or operation of law." While the standards and procedures of former sections 11343-45 and current sections 11323-25 are substantially similar insofar as minor transactions are concerned, the procedures of current section 11325(d) differ slightly from those at 49 CFR 1180.4 and shall govern. Otherwise, the use of the regulations at 49 CFR Part 1180 for this proceeding appears proper.

Conrail and CSXT are Class I railroads. NF&G, which has approximately 143 miles of trackage, is jointly owned by Conrail and CSXT. Conrail and CSXT operate NF&G's lines as successors in interest under a lease dated June 25, 1929. Conrail and CSXT propose to terminate the lease and to dissolve NF&G and distribute its rail assets between them. Conrail will acquire NF&G's 8-mile line west of Peters Junction to Swiss Junction (Swiss segment). CSXT will acquire the remainder of NF&G's line east of Peters Junction to Meadow Creek, and branch lines between Rainelle Junction and Raders Run, Rupert Junction and Clearco, and G&E Junction and Brush Junction.

Applicants state that the joint management of the NF&G lines does not benefit them or the public. They state that the current lease arrangement establishes a burdensome management structure that requires joint approval by Conrail and CSXT of important decisions, such as whether to invest capital funds in track maintenance projects. CSXT has allegedly deferred substantial maintenance on the NF&G lines it operates because Conrail is reluctant to invest in those lines. Terminating the lease would assertedly allow Conrail and CSXT to decide these matters independently. They further maintain that Conrail and CSXT would also eliminate expenses incurred to administer the joint ownership arrangement. They state that they expect to experience substantial operating and administrative efficiencies as a result of the transaction.

Applicants maintain that the transaction will serve the public interest by preserving the quality of service that each carrier currently provides to its shippers and receivers. Each carrier represents that it will continue to operate its lines essentially the same as it does today, with only slight changes in traffic levels. According to the

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce

Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to railroad acquisitions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-25.