

of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on December 5, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-32457 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

[Docket 37554]

Notice of Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 97-9-32 established the currently effective two-month SFFL applicable through November 30, 1997.

In establishing the SFFL for the two-month period beginning December 1, 1997, we have projected non-fuel costs based on the year ended September 30, 1997 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 97-12-12 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....	1.3697
Latin America	1.4426
Pacific.....	1.5339

FOR FURTHER INFORMATION CONTACT:

Keith A. Shangraw (202) 366-2439.

By the Department of Transportation:

Dated: December 8, 1997.

Patrick V. Murphy,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 97-32454 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-62-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from January 12-15, 1998, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held at the Island Club Catering and Conference Center, Naval Air Station North Island, San Diego, California.

FOR FURTHER INFORMATION CONTACT:

Mr. Benny Lee McGlamery, Executive Director, ATPAC, Strategic Operations/Procedures Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App.2), notice is hereby given of a meeting of the ATPAC to be held January 12 through January 15, 1998, at the Island Club catering and Conference Center, Naval Air Station North Island, San Diego, California.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than January 9, 1998. The next quarterly meeting of the FAA ATPAC is

planned to be held from April 27-30, 1998, in Washington, DC.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on December 5, 1997.

Benny Lee McGlamery,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 97-32452 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Traffic Advisory System (TAS) Airborne Equipment

AGENCY: Federal Aviation Administration.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Technical Standard Order (TSO) pertaining to traffic advisory system (TAS) airborne equipment. The proposed TSO prescribes the minimum operational performance standards that traffic advisory system (TAS) airborne equipment must meet to be identified with the marking "TSO-C147."

DATES: Comment must identify the TSO file number and be received on or before February 20, 1998.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. Comment must identify the TSO file number.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, FAX No. (202) 267-5340.

Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire

to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 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

This TSO is proposed for a new system of airborne equipment designated TAS. TAS is an airborne traffic advisory system that interrogates ATC transponders in nearby aircraft and uses computer processing to identify and advise the crew of potential and predicted collision threats. The system is designed to protect a volume of airspace around the TAS equipped aircraft by assisting pilots in the visual acquisition of intruder traffic. TAS is similar to TCAS I with changes in the power output and display requirements that make it more economical, and therefore more appealing, to the General Aviation community. There are two classes of TAS equipment:

Class A. Traffic Display and Aural Alerting

Class A systems provide a flight deck traffic display that indicates the relative position and altitude of ATC transponder-equipped aircraft. Class A systems will provide appropriate aural and visual advisories to assist the flightcrew in visually acquiring the threat aircraft when TAS predicts a penetration of the protected airspace. TAS assist the flightcrew in visually acquiring the intruding aircraft. Traffic advisories indicate the relative positions of intruding aircraft that meet certain range and altitude criteria and are approximately 30 seconds from the closest point of approach. Traffic advisories can be generated for aircraft with operative Mode S, Mode C or Mode A (non-altitude reporting) transponders. The aural alert message "Traffic-Traffic," spoken once, shall be used to inform the crew of a Traffic Advisory (TA). The TAS equipment is viewed as a supplement to the pilot who, with the aid of the ATC system, has the primary responsibility for avoiding mid-air collisions. The TAS system provides no indication of aircraft without operative transponders.

Class B. Aural Alerting and Annunciation Only

Class B systems do not include a cockpit traffic display. Class B systems will provide appropriate aural advisories and visual annunciations to assist the flightcrew in visually acquiring the threat aircraft when TAS predicts a penetration of the protected airspace. Traffic advisories indicate the relative positions of intruding aircraft that meet certain range and altitude criteria and are approximately 30 seconds from the closest point of approach. They assist the flightcrew in visually acquiring the intruding aircraft. The aural alert message "Traffic-Traffic," spoken once, shall be used to inform the crew of a Traffic Advisory (TA). This aural alert message will be accompanied by a discrete visual annunciation indicating that a TA is currently active. This annunciation will remain as long as the TA is active and will extinguish when no TAs are active. TAs will, upon crew command, generate an aural message defining the relative position of ATC transponder-equipped aircraft. Traffic advisories can be generated for aircraft with operative Mode S, Mode C, or Mode A (non-altitude reporting) transponders. The TAS equipment is viewed as a supplement to the pilot who, with the aid of the ATC system, has the primary responsibility for avoiding mid-air collisions. The TAS system provides no indication of aircraft without operative transponders. RTCA Document No. DO-160C sets forth the environmental standards for the Traffic Advisory System. RTCA Document DO-178B sets forth the minimum performance requirements for software for the Traffic Advisory System and requires that each article be marked with the appropriate software level. Because the proposed TSO calls for 2 classes of equipment, the TSO also requires that each article be marked as equipment Class A or Class B, as applicable.

The minimum performance standards for this Traffic Advisory System TSO differ slightly from those standards in RTCA DO-197 (TCAS 1). This TSO was developed specifically, but not exclusively for the general aviation market. The Traffic Advisory System has a lower radiated power output than TCAS 1 and gives an alert as to the presence of intruder aircraft. However, TCAS 1 has resolution alert that gives the pilot directional commands when intruder aircraft are present. These differences make the Traffic Advisory System more economical for the general aviation community. The exceptions to RTCA DO-197A are detailed in the

Appendix 1 of this TSO. In order to comply with TSA-C147, the applicant must also meet the performance standards set forth in RTCA Document No. DO-197A, with the stated exceptions in Appendix 1.

How To Obtain Copies

A copy of the proposed TSO-C147 may be obtained via Internet (<http://www.faa.gov/avr/air/100home.htm>) or on request from the office listed under "For Further Information Contact." Copies of RTCA, Inc. Document No. DO-197A, "Minimum Operational Performance Standards for An Active Traffic Alert and Collision Avoidance System I (ACTIVE TCAS 1)," dated September 12, 1994. RTCA Document No. 160D, "Environmental Conditions and Test Procedures for Airborne Equipment," dated July 29, 1997; and RTCA Document No. DO-178B, "Software Considerations in Airborne Systems and Equipment Certification," dated 1, 1992, may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on December 5, 1997.

Henri P. Branting,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 97-32451 Filed 12-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33524]

Southwest Ohio Regional Transit Authority—Acquisition Exemption—Certain Assets of the Indiana & Ohio Railway Company

Southwest Ohio Regional Transit Authority (SORTA), a noncarrier, has filed a verified notice of exemption under 49 CFR part 1150, subpart D—*Exempt Transactions* to acquire an approximately 9.84-mile line of railroad known as the Blue Ash Line from the Indiana & Ohio Railway Company (I&O). The Blue Ash Line is located northeast of Cincinnati, between milepost 49.6, north of McCullough Yard, and milepost 39.76, near Fields-Ertel Road, in Hamilton County, OH. SORTA will not acquire the right to operate any rail freight service on the Blue Ash Line; I&O will retain the exclusive right and obligation to provide rail freight service on the Blue Ash Line.¹ SORTA will

¹ SORTA simultaneously filed a motion to dismiss the notice of exemption. The entire Board