In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary W. Green, A.A.E., Director of Aviation, at the following address: Colorado Springs Airport, 7770 Drennan Road, Colorado Springs, CO 80916.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Colorado Springs Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 286–5525; Denver Airports District Office, DEN–ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216–6026. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96–03–C–00–COS) to impose and use PFC revenue at Colorado Springs Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 13, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Colorado Springs Airport, Colorado Springs, Colorado, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 13, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00

Proposed charge effective date: February 1, 1997

Proposed Charge expiration date: June 1, 1997

Total Requested for use approval: $1,591,600.00

Brief description of proposed project: Construct Taxiway ''N''.

Class of classes of air carriers which the public agency has requested not be required to collect PFC's: Part 135 on demand air taxi operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM–600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055–4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Colorado Springs Airport.

Issued in Renton, Washington on September 16, 1996.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96–24644 Filed 9–25–96; 8:45 am]

BILLING CODE 4910–13–M

Aircraft Flight Recorder and Cockpit Voice Recorder

AGENCY: Federal Aviation Administration, DOT.

ACTION: Cancellation of Technical Standard Order (TSO's) C123 and C124; request for comments.

SUMMARY: This is a cancellation of TSO–C123, Cockpit Voice Recorder System, and TSO–C124, Flight Data Recorder Systems. TSO–C123 prescribes the minimum performance standard that cockpit voice recorder were required to be identified with marking ''TSO–C123,'' dated 5/3/91. TSO–C124 prescribes the minimum performance standards that flight data recorder systems were required to be identified with marking ''TSO–C124,'' dated 2/21/92. This cancellation will ensure that future cockpit voice recorder systems, and flight data recorders are produced under TSO–C123a, Cockpit Voice Recorder System, and TSO–C124a, Flight Data Recorder Systems.

EFFECTIVE DATE: August 2, 1998. Comments for inclusion in the TSO's Docket Files must be received on or before November 25, 1996.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), Technical Programs and Continued Airworthiness Branch (AIR–120), Attention: File No. TSO–C123 and TSO–C124, 800 Independence Avenue, SW., Washington, DC 20591

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR–120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267–9546, and FAX Number 202–267–5340.

SUPPLEMENTARY INFORMATION:

Background

This notice cancels TSO–C123, Cockpit Voice Recorder System, and TSO–C124, Flight Data Recorder Systems. TSO–C123 prescribes the minimum performance standard that cockpit voice recorder were required to be identified with marking ''TSO–C123,'' dated 5/3/91. TSO–C124 prescribes the minimum performance standards that flight data recorder systems were required to be identified with marking ''TSO–C124,'' dated 2/21/92. This cancellation will ensure that future cockpit voice recorder systems, and flight data recorders are produced under TSO–C123a, Cockpit Voice Recorder System, dated 8/2/96, and TSO–C124a, Flight Data Recorder Systems, dated 8/1/96.

The National Transportation Safety Board reported that seven flight recorder media destroyed by postimpact fire in six accidents prompted concern about the adequacy of the performance standards for flight recorders. Minimum performance standards for impact and fire protection are outlined in four Technical Standard Orders (TSO's): TSO–C84 and TSO–C123 address CVR's and TSO–C51a and TSO–C124 address FDR's. TSO–C84 and TSO–C51a were canceled May 18, 1996.

The FAA Technical Center released a report on its study of flight recorder fire test requirements. The study determined that the high intensity, 30-minute fire test specified in the European Organization for Civil Aviation Equipment (EUROCAE), ED–56A, ''Minimum Operational Requirements for Cockpit Voice Recorder System,'' and European Organization for Civil Aviation Electronics (EUROCAE), ED–55, ''Minimum Operation Specification for Flight Data Recorder Systems,'' (and TSO–C124) is not as severe as a 30-minute jet fuel pool fire the test is intended to replicate,. The Technical Center found that doubling the exposure time from 30 to 60 minutes on the fire test produced a total heat that is equivalent to the heat experienced in a 30-minute postimpact jet fuel pool fire. The study also determined that flight recorders meeting the 10-hour low-intensity fire test conditions described in ED–56A would survive postimpact smoldering fires involving natural materials.

The Safety Board recommended that the FAA should revise TSO–C123 and TSO–C124 to reflect the findings of the FAA fire test study by (a) incorporating the long-term, low-intensity fire test requirements described in ED–56A, and (b) incorporating the high-intensity fire test requirements described in ED–55 and ED–56A, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes. to improve the fire requirements for flight recorder certification and to upgrade the standards in the TSO's, the Board recommended that the FAA cancel the

original TSO–C123 and TSO–C124 within 2 years after issuing the revised versions.

Based on the findings of the NTSB and the FAA Technical Center study, TSO–C123 and TSO–C124 are canceled August 2, 1998. TSO–C123a, Cockpit Voice Recorder Systems, and TSO–C124a, Flight Data Recorder Systems were issued 8/2/96, and 8/1/96, respectively. TSO–C123a and TSO–C124a, incorporate the long-term, low-intensity fire test requirements, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes.

The Cancellation Procedure

The FAA anticipates that this cancellation will not result in adverse or negative comments, and therefore is issuing it without prior opportunity to comment. The revised TSO–C123a and TSO–C124a have been issued and the majority of manufacturers are producing units under the new standards. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will published a document in the Federal Register indicating that no adverse or negative comments were received and confirming that date on which the cancellation become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the cancellation will be published in the Federal Register.

Comments Invited

Although this action is in the form of a final cancellation and not preceded by a notice, comments are invited. Interested persons are invited to comment on this cancellation by submitting such written data, views, or arguments as they may desire. Communications should identify the TSO Docket File number and be submitted to the address specified under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional action would be needed.

Issued in Washington, DC., on September 18, 1996.

Abbas A. Rizvi,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 96–24643 Filed 9–25–96; 8:45 am]

BILLING CODE 4910–13–M

Federal Transit Administration

Major Investment Study/Draft Environmental Impact Statement for the Cross County Corridor, Bucks, Chester and Montgomery Counties, Pennsylvania and Mercer County, New Jersey

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent (NOI) to prepare a Major Investment Study (MIS)/Draft Environmental Impact Statement (DEIS).

SUMMARY: The Federal Transit Administration (FTA) and the Southeastern Pennsylvania Transportation Authority (SEPTA) intend to undertake a MIS/DEIS in accordance with the Intermodal Surface Transportation Efficiency Act (ISTEA) and the National Environmental Policy Act (NEPA). A key supporting agency is the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO) for the region.

The MIS/DEIS will consider transportation improvements along an east-west corridor from the vicinity of Glenloch, Chester County, to Morrisville, Bucks County, Pennsylvania. In particular, the focus will be on CONRAIL's Morrisville Line, also known as the Trenton Cut-Off, which runs from Downingtown, Chester County to Morrisville, Bucks County, traversing Montgomery County. In addition, the MIS/DEIS could consider possible extensions to Parkesburg, Chester County (to the west), and Trenton, New Jersey (to the east).

Both termini are under consideration because the shorter Glenloch to Morrisville, Pennsylvania segment has logical terminus, independent utility and can be built without prejudice to possible future consideration of the extension into New Jersey. Financial issues and other factors possibly resulting from the MIS may result in a DEIS focusing on the Pennsylvania segment. For these reasons, SEPTA is soliciting public and agency input from both Pennsylvania and New Jersey regarding modal alternatives to be considered, including alternative termini and related issues.

In addition to modal alternatives, the MIS/DEIS will evaluate the No-Build and Transportation System Management (TSM) alternatives, as well as any reasonable alternatives generated through the scoping process and public involvement activities. Scoping will be accomplished through correspondence with appropriate federal, state and local agencies, and to private organizations and citizens who have previously expressed or who are known to have an interest in this proposal. In accordance with the intent and requirements of the MIS/DEIS process, a proactive public involvement program will be undertaken in conjunction with the proposed study, including public meetings. A public hearing will also be held at the appropriate stage of the DEIS process. Public notice will be given of the time and place of the meetings and hearing. The DEIS will be available for public and agency review and comment prior to the public hearing. See **SUPPLEMENTARY INFORMATION** below for details.

DATES: *Comment Due Date:* Written comments of the scope of alternatives and impacts to be considered should be sent to SEPTA by November 14, 1996. See **ADDRESSES** below.

Scoping Meeting

The Public Scoping Meeting will be held on Thursday, October 24, 1996, between 5:00 p.m. and 9:00 p.m. (EDST) in the Montgomery Room on the second floor of One Montgomery Plaza, Swede and Airy Streets, Norristown, PA. See **ADDRESSES** below. A sign-language interpreter will be present at the meeting. People with special needs should call Ms. Frances M. Jones, Manager of Community Relations at the SEPTA address below or by calling (215) 580–7334. The building is accessible to people with disabilities. It is located two blocks north of the Norristown Transportation Center which is served by the SEPTA's R6 Norristown Regional Rail Line R6, SEPTA Route 100 (Norristown High Speed Line) and the 91, 93, 96, 97, 98 and 99 SEPTA Frontier bus lines. The southbound 96, 97 and 98 SEPTA bus lines also have stops on Swede Street near the meeting location.

The meeting will be held in an ''open-house'' format and project representatives will be available to discuss the project throughout the time period given. Informational displays and written materials will also be available throughout the time period given. A record of written and oral comments made at the meeting will be prepared.

ADDRESSES: To ensure that a full range of issues related to the proposed study