

## Comments Invited

You are invited to comment on the draft TSO listed in this notice by submitting written data, views, or arguments, to the address listed above. Your comments should identify "Comments to TSO C-161.1." You can examine all comments on the draft TSO before and after the closing date, at the Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal Holidays between 8:30 a.m. and 4:30 p.m. The Director of the Aircraft Certification Service considers all communications received on or before the closing date before issuing the final TSO.

## Background

The FAA is pursuing differential GPS technology under the LAAS program. LAAS ground facilities will be consistent with the International Civil Aviation Organization standards for Ground-based Augmentation Systems for GPS that support Category I precision approaches and the positioning service. RTCA has developed standards for airborne navigation equipment using LAAS. Two new TSOs have been drafted based upon the RTCA standards. One TSO is for the VHF data broadcast receive function; the other is for the position and navigation function.

## How To Obtain Copies

You may get a copy of the draft TSO from the Internet at: <http://av-info.faa.gov/tso/Tsopro/Proposed.htm>. You may also request a copy from Mr. Bruce DeCleene, See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

Issued in Washington, DC, on February 28, 2003.

**Susan J.M. Cabler,**

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

[FR Doc. 03-5292 Filed 3-5-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Environmental Impact Statement: Bossier, Webster, and Claiborne Parishes, Louisiana and Union and Columbia Counties, Arkansas**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** FHWA is issuing this notice to advise the public that an

Environmental Impact Statement will be prepared for a proposed Interstate highway project in Bossier, Claiborne, and Webster Parishes, Louisiana and in Union and Columbia Counties, Arkansas.

**FOR FURTHER INFORMATION CONTACT:** Mr. William Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757-7615, or Mr. Vincent Russo, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Post Office Box 94245, Baton Rouge, Louisiana 70804-9245, Telephone: (225) 248-4190, or Mr. Randal Looney, Environmental Specialist, Federal Highway Administration, Federal Office Building, 700 West Capitol Avenue, Room 3130 Little Rock, Arkansas 72201, Telephone: (501) 324-6430 or Mr. Bill Richardson, Asst. Division Head, Environmental Division, Arkansas Highway and Transportation Department, 10324 Interstate 30, Little Rock, Arkansas 72201, Telephone: (501) 569-2379. Project information may be obtained from the project Internet web site at [www.i69arkla.com](http://www.i69arkla.com) and the project hotline at 1-877-886-9233.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Louisiana Department of Transportation and Development (DOTD) and the Arkansas Highway and Transportation Department (AHTD), will prepare an Environmental Impact Statement (EIS) on a proposal to construct section of independent utility (SIU) Number 14 for the proposed Interstate Highway 69 (I-69) in Bossier, Webster, and Claiborne Parishes, Louisiana and in Union and Columbia Counties, Arkansas. This proposal will provide a divided four-lane, limited access highway on new location between Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, Louisiana to U.S. Highway 82 (U.S. 82) near the Town of El Dorado in Union County, Arkansas, a distance of approximately 80 miles. The proposed new highway is a portion of the planned improvements to Congressionally-designated High Priority Corridor Numbers 18/20, which will link Indianapolis, Indiana to the Texas/Mexico border. The purpose of this proposal is to improve international and interstate trade in accordance with national and state goals; to facilitate economic development in accordance with state, regional, and local policies and plans; and to improve surface transportation consistent with national, state, regional, and local needs and with

the Congressional designation of the corridor.

Social, economic, and environmental considerations will determine the number and location of alternatives to be developed during the preparation of the EIS. The western terminus of the proposed highway will be an interchange at I-20 near the Town of Haughton in Bossier Parish, Louisiana. The eastern terminus of the proposed highway will be an interchange at U.S. 82 near the town of El Dorado in Union County, Arkansas.

Alternatives under consideration include (1) the no build and (2) constructing a four-lane, limited access highway within the limits described above, on various alignment alternatives.

Letters describing the proposed action and soliciting comments will be sent to the appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Federal and State agencies with jurisdiction by law with regards to the socials, economic and environmental impact of his proposal will be requested to act as a Cooperating Agency in this matter in accordance with 40 CFR 1501.6. Numerous public involvement initiatives, including public meetings, newsletters, and advisory committee meetings will be held throughout the course of this study. Additionally, a Public Hearing will be held. Public notice will be given, in local newspapers, of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review prior to the Public Hearing. A formal scoping meeting will be held upon initiation of this project.

Three public scoping meetings will be held with the intent of soliciting public concerns related to issues that should be evaluated in detail in the study. Dates, times and locations of these meetings follow:

- Tuesday, March 25, 2003, 4-7 p.m.: South Arkansas Community College, West Campus Library Auditorium, 3200 Southwest Avenue, El Dorado, Arkansas 71730;

- Wednesday, March 26, 2003, 4-7 p.m.: Claiborne Parish Fair Barn Complex, 1563 Fairgrounds Drive, Haynesville, Louisiana 71038; and

- Thursday, March 27, 2003, 4-7 p.m.: Minden Civic Center Complex Court/Meeting Room, 520 Broadway, Minden, Louisiana 71055.

To ensure that the full range of issues related to this proposal are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or

questions concerning this proposed action and the EIS should be directed to the DOTD at the address above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 27, 2003.

**Jose Bloise,**

*Assistant Division Administrator, FHWA.*

[FR Doc. 03-5125 Filed 3-5-03; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20997]

#### **Coach USA, Inc., et al.—Purchase and Sale of Assets—Academy Bus, LLC, et al.**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice tentatively approving finance transaction.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier, and Suburban Transit Corp. (Suburban) and Red & Tan Tours, Inc. (RTT), two motor passenger carriers, filed an application under 49 U.S.C. 14303 jointly with Academy Bus, LLC (Academy Bus), a noncarrier, and Academy Express, LLC (Academy Express) and Academy Lines, LLC (Academy Lines),<sup>1</sup> two motor passenger carriers, to acquire from each other certain operating rights in New York and New Jersey, and other assets. Persons wishing to oppose the application must follow the rules at 49 CFR 1182.5 and 1182.8. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by April 21, 2003. Applicant may file a reply by May 5, 2003. If no comments are filed by April 21, 2003, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB

<sup>1</sup> On January 27, 2003, New Jersey Transit Bus Operations, Inc., and Academy Lines, jointly filed an application for approval of a pooling agreement with respect to Route 9 Corridor service from points in New Jersey to New York City, NY. In *New Jersey Transit Bus Operations, Inc.—Pooling—Academy Lines, L.L.C.*, STB Docket No. MC-F-20994 (STB served Feb. 12, 2003), the Board, under 49 U.S.C. 13541, authorized an exemption from the requirements of 49 U.S.C. 14302 to permit applicants to conduct interim pooling operations pending Board action on the pooling application.

Docket No. MC-F-20997 to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representative: David H. Coburn, Steptoe & Johnson, LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.]

**SUPPLEMENTARY INFORMATION:** Coach, a Delaware corporation, currently controls numerous motor passenger carriers,<sup>2</sup> including Suburban and RTT,<sup>3</sup> both of which are based in New Jersey and operate in the New Jersey/New York area. Academy Bus, a noncarrier, currently controls certain motor passenger carriers,<sup>4</sup> including Academy Express and Academy Lines; both of these carriers are based in New Jersey with operations in that state and New York.<sup>5</sup> In this transaction, these carriers will exchange certain routes and other assets with one another.

Specifically, under an Asset Purchase and Exchange Agreement (Agreement), Academy Express and related entities have agreed to transfer to Coach or to an affiliate of Coach to be designated by it, certain bus routes between points in New York City and Westchester County, NY, on the one hand, and Atlantic City, NJ, on the other, as well as certain assets including relevant agent lists, customer lists, sales records, accounting records, and the trade name "Funaway Tours" in which this bus service is provided.

Further, Suburban has agreed to transfer to Academy Lines certain commuter routes along the Route 9 Corridor in New Jersey to and from New York City, and to Academy Express certain routes between points in Northern New Jersey, on the one hand, and Atlantic City, on the other. In addition, RTT has agreed to transfer to Academy Express certain routes between points in Staten Island and northern New Jersey, on the one hand, and Atlantic City, on the other. The

<sup>2</sup> Coach is wholly owned by Stagecoach Group plc, a noncarrier which indirectly controls the carriers controlled by Coach.

<sup>3</sup> Suburban and RTT hold federally issued operating authority in Docket Nos. MC-115116 and MC-162174, respectively, and New Jersey intrastate authority.

<sup>4</sup> Academy Bus and its motor carrier affiliates are indirectly controlled by Tedesco Family ESB Trust. See *Tedesco Family ESB Trust—Continuance in Control and Acquisition of Properties—Academy Bus, L.L.C., et al.*, STB Docket No. MC-F-20983 (STB served Aug. 2, 2001).

<sup>5</sup> Academy Express and Academy Lines hold federally issued operating authority in Docket Nos. MC-228481 and MC-414016, respectively, and New Jersey intrastate authority.

Agreement also provides that each of these transfers will also embrace the transfer of relevant agent lists, customer lists, as well as certain records and other instruments related to the operation of the specific routes.

Finally, the Agreement provides that the carriers will not engage in the operation of scheduled bus service on each other's transferred routes during a 5-year period.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) The effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

Applicants have submitted the information required by 49 CFR 1182.2, including information to demonstrate that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b). Applicants submit that they have suffered economically following the events of September 11, 2001. They maintain that these route and related asset exchanges will allow them to improve the efficiency of their operations and reduce costs because the routes they will attain will blend efficiently into other operations that they conduct. They also claim that passengers on the various routes being exchanged will retain substantial intermodal and intramodal competitive alternatives, and therefore that the transaction will not adversely impact the adequacy of service to the public. Applicants also state that the proposed transaction will not adversely affect the employees of the carriers and will not increase fixed charges. See 49 CFR 1182.2(a)(7).

On the basis of the application, we find that the proposed transaction is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. See 49 CFR 1182.6(c). If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*