

Resources, Inc., for coal supply to Widows Creek Fossil Plant.

3. Approval of an amendment to the Business Practice entitled "The Acquisition and Disposal of Fossil Fuels and Related Transportation and Storage" to standardize and streamline TVA's fuel acquisition process and to reflect recent changes in the strategic alignment of the Fossil Power Group.

4. Approval of an amendment to the Business Practice entitled "The Sale or use of Coal Combustion By-Products and Related Services" to reflect recent changes in the strategic alignment of the Fossil Power Group.

For more information: Please call TVA Media Relations at (865) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington Office (202) 898-2999. People who plan to attend the meeting and have special needs should call (865) 632-6000. Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: March 19, 2002.

Maureen H. Dunn,

General Counsel and Secretary.

[FR Doc. 02-7153 Filed 3-20-02; 4:25 am]

BILLING CODE 8120-08-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Flammability Test Method for Aircraft Blankets

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 a flammability test method for aircraft blankets. The proposed TSO prescribes the minimum performance standards that aircraft blankets must meet to be identified with the marking "TSO-C152."

DATES: Comments must identify the TSO file number and be received on or before June 7, 2002.

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. Comments must identify the TSO file number.

FOR FURTHER INFORMATION CONTACT: Mr. Hal Jensen, 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 to provide minimum performance standards for the flammability characteristics of blankets to be used for passenger comfort in aircraft cabins.

On November 28, 1993, the pilot of a Northwest Airlines B727-200 aircraft declared an emergency after a fire was reported in an overhead stowage bin. The fire was noticed just as the aircraft was being pushed back from the loading gate at Dorval International Airport. The fire was extinguished by crew members and all passengers were safely evacuated.

The stowage bin involved in the fire contained a personal carry-on bag and five 100 percent polyester airline blankets in two separate piles. The blankets were supplied by two different manufacturers. Upon completion of their investigation, the Transportation Safety Board (TSB) of Canada determined that the original source of fuel for the fire was the 100 percent polyester airline blankets. This conclusion was based on TSB testing of a section of unburned blanket. In their first test, a lit match was placed at the edge of the blanket. In their second test, a lit match was placed on top of the

blanket. In both cases, the blanket ignited and rapid propagation of flame was observed.

The Federal Aviation Administration (FAA) does not require flammability testing of airline blankets. Therefore in light of the above incident, the U.S. National Transportation Safety Board asked the FAA to develop a fire performance test method and performance criteria for blankets supplied to commercial airline operators. At that time, many airlines used blankets that met only the FAA vertical Bunsen burner test criteria specified in Title 14 Code of Federal Regulations § 25.853. However, this test may be inappropriate as a measurement of ignitability for certain types of blankets since the polyester blankets involved in the Northwest Airlines B727-200 fire met the test criteria.

In March 1996, the FAA's Technical Center completed the development of a flammability test for blankets. The Technical Center published its report and included it in the FAA's Aircraft Materials Fire Test Handbook. In August 1996, the FAA issued Flight Standards Information Bulletin for Air Transportation (FSAT) 96-11 that recommended that air carriers replace old blankets at the end of their service life with blankets that met these new FAA-developed standards.

FSAT 96-11 expired in August 1997, and industry no longer had an FAA-approved flammability standard for aircraft blankets to reference. Therefore, the FAA is issuing Technical Standard Order (TSO) C152, Flammability Test Method for Aircraft Blankets.

How To Obtain Copies

A copy of the proposed TSO-C152 may be obtained via the Internet, <http://www.faa.gov/avr/air/100home.htm>, or on request from the office listed under "For Further Information Contact." Copies of Advisory Circular (AC) 20-115, Radio Technical Commission for Aeronautics, Inc., Document RTCA/DO-178, AC 25-17, Transportation Airplane Cabin Interiors Crashworthiness Handbook, and DOT/FAA/CT-89/15, "Aircraft Materials Fire Test Handbook," may be obtained from the U.S. Department of Transportation, Subsequent Distribution Office, SVC-121.23, 3341 Q 75th Avenue, Landover, MD 20785. Department of Transportation (DOT) Specifications may be purchased from the U.S. Department of Transportation Records Center, 400 7th Street SW, Washington, DC 20590.

Issued in Washington, DC, on March 7, 2002.

John McGraw,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 02-6129 Filed 3-22-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Burleigh and Morton Counties, ND

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Burleigh and Morton Counties, North Dakota.

FOR FURTHER INFORMATION CONTACT:

Calvin Larson, Environment and Design Engineer, Federal Highway Administration, 1471 Interstate Loop, Bismarck, North Dakota 58503-0567, Telephone: (701) 250-4204; Terrence Udland, Bridge Engineer, North Dakota Department of Transportation, 608 East Boulevard Avenue, Bismarck, North Dakota 58505-0700, Telephone: (701) 328-1969.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Dakota Department of Transportation, will prepare an environmental impact statement (EIS) to determine the best long-term solution for the Liberty Memorial Bridge crossing of the Missouri River. The proposed improvement would involve the rehabilitation or reconstruction of the bridge and approach roadways.

The existing bridge is 80 years old and has developed extensive deterioration and damage due to weathering, ice control chemicals, and traffic conditions. In addition, the bridge approach geometry and lane widths do not conform to current highway standards and therefore constitute a safety hazard. Emergency repairs to the pier caps were completed in 2001. These repairs were limited and are projected to last for only five years.

The bridge is listed on the National Register of Historic Places. It was christened the Liberty Memorial Bridge in honor of North Dakota World War I soldiers. It was the first vehicular bridge over the Missouri River in North Dakota. At the time it was completed, it was the only vehicular bridge between Great Falls, Montana and Sioux City, Iowa. It

was also the final link in the coast-to-coast National Parks Highway, later designated U.S. Highway 10.

The alternatives that will likely be evaluated include (1) taking no action; (2) rehabilitating the existing bridge; (3) rehabilitating the existing bridge and constructing a new bridge adjacent to the existing; and (4) constructing a new bridge in the vicinity of the existing bridge and demolishing the existing bridge.

Letters describing the proposed action and soliciting views and comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Public scoping meetings for identifying significant issues to be addressed in the environmental impact statement will be held on April 8, 2002 in the Bismarck, North Dakota, City Council Chamber and on April 9, 2002 in the Mandan, North Dakota, City Council Chamber.

To ensure that the full range of issues related to this proposed action 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 North Dakota Department of Transportation or FHWA at the address provided above.

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

Issued on: March 8, 2002.

J. Michael Bowen,

Division Administrator, Federal Highway Administration, Bismarck, North Dakota.

[FR Doc. 02-7015 Filed 3-22-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (2002-2)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board, DOT.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Board has approved the second quarter 2002 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The second quarter 2002 RCAF

(Unadjusted) is 1.062. The second quarter 2002 RCAF (Adjusted) is 0.563. The second quarter 2002 RCAF-5 is 0.541.

EFFECTIVE DATE: April 1, 2002.

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 565-1533. Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Dā-To-Dā Legal, Suite 405, 1925 K Street, NW, Washington, D.C. 20006, phone (202) 293-7776. [Assistance for the hearing impaired is available through FIRS: 1-800-877-8339.]

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

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: March 19, 2002.

By the Board, Chairman Morgan and Vice Chairman Burkes.

Vernon A. Williams,
Secretary.

[FR Doc. 02-7121 Filed 3-22-02; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-565 (Sub-No. 6X); STB Docket No. AB-55 (Sub-No. 604X)]

New York Central Lines, LLC— Abandonment Exemption—in Shelby County, OH; CSX Transportation, Inc.—Discontinuance of Service Exemption—in Shelby County, OH

New York Central Lines, LLC (NYC) and CSX Transportation, Inc. (CSXT) have filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* for NYC to abandon and CSXT to discontinue service over approximately .90 miles of railroad between milepost QIO 163.98 and milepost QIO 163.08 in Sidney, Shelby County, OH.¹ The line traverses United States Postal Service Zip Code 45365.

¹ Pursuant to Board authorization in 1998, CSX Corporation, CSXT's parent company, and Norfolk Southern Corporation jointly acquired control of Conrail Inc., and its wholly owned subsidiary, Consolidated Rail Corporation (Conrail). As a result of that acquisition, certain assets of Conrail have been assigned to NYC, a wholly owned subsidiary