

changes, modifications, and supportive data. Only changes that do not adversely affect the intended safety level of the test method (pass/fail level) will be considered.

Fire safety experts within the FAA will first approve the modified test methods before forwarding them to the Transport Airplane Directorate (Transport Standards Staff) for a determination of equivalent level of safety. Only if such a determination is made will the changes or modifications be incorporated into the electronic version of the Handbook (accessible at <http://www.fire.tc.faa.gov/index.html?handbook.stm&1>).

Use of the Test Methods

The FAA will consider the test methods in Chapters 1 through 10 and Chapter 15 of the electronic version of the Handbook to be the most current methods. However, the test methods described in the version of the Handbook dated April 2000, will remain acceptable for showing compliance. The test methods described in the regulations, of course, will also remain acceptable methods of compliance.

The test methods described in the Handbook are intended to be adopted *in total*, if they are used. That is, use of one section of a test method from the Handbook and another section of the test method from Appendix F of part 25 for example, is not covered by this policy statement. If an applicant proposes to use sections from more than one version of a test method to show compliance, the applicant first must obtain approval from the cognizant FAA Aircraft Certification Office. The applicant's requests should be coordinated with the Transport Airplane Directorate (Transport Standards Staff).

Effect of General Statement of Policy

The general policy stated in this document is not intended to establish a binding norm; it does not constitute a new regulation and the FAA would not apply or rely upon it as a regulation. The FAA Aircraft Certification Offices (ACO) that certify transport category

airplanes should generally attempt to follow this policy, when appropriate. However, in determining compliance with certification standards, each ACO has the discretion *not* to apply these guidelines where it determines that they are inappropriate. Applicants should expect that the certifying officials will consider this information when making findings of compliance relevant to new certificate actions. Applicants also may consider the material contained in this policy statement as supplemental to that currently contained in Report DOT/FAA/AR-00/12, "Aircraft Materials Fire Test Handbook," dated April 2000, when developing a means of compliance with the relevant certification standards.

In addition, as with all typical advisory material, this statement of policy identifies one means, but not the only means, of compliance.

Application of Policy Statement

The FAA considers this policy statement an issue for which public comment is appropriate and, therefore, requests comment on it. However, it is the FAA's intention to immediately apply this policy. Resolution of any public comments received will determine how the policy is applied in the long term for future projects.

Issued in Renton, Washington, on February 14, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33670]

The Indiana Rail Road Company— Operation Exemption—Monon Rail Preservation Corporation

The Indiana Rail Road Company (INRD), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate the property of

the Monon Rail Preservation Corporation, consisting of a line between milepost Q217.67, at Hunters, and milepost Q213.41, at Ellettsville, a distance of 4.26 miles in Monroe County, IN.

Because INRD's projected annual revenues will exceed \$5 million, INRD has certified to the Board on December 26, 2000, that the required notice of the transaction was posted at the workplace of the employees on the affected line on December 20, 2000. See 49 CFR 1150.42(e). According to INRD's certification, the employees on the affected line are not represented by a labor organization and therefore no notice to labor organizations was required. INRD stated in its verified notice that the transaction will become effective on the date of the Board's approval of INRD's operation of the line. The earliest the transaction can be consummated is February 24, 2001 (60 days after INRD's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33670, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on John Broadley, Esq., John H. Broadley & Associates, 1054 31st Street, NW., Suite 200, Washington, DC 20007.

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

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Decided: February 14, 2001.

Vernon A. Williams,

Secretary.

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