

c. Each HDTA lies within Class B airspace. A clearance from ATC to enter the airspace or depart the airport under VFR constitutes an approval for a VFR additional reservation. No additional reservation under this section is required for VFR operations. Operators who have obtained a reservation from e-CVRS for a VFR operation are encouraged to cancel those reservations at the earliest opportunity so that they may be available for IFR operations.

d. Any time an HDTA is not authorizing VFR operations, a NOTAM to that effect will be issued by the controlling ATC facility and a recording placed on the Automated Terminal Information Service.

#### 7. Making HDTA Reservations Using e-CVRS

a. Telephone users. When using a touch-tone telephone to make a reservation, you are prompted for input of information about what you wish to do. All input is accomplished using the keypad on the telephone. One issue with a touch-tone telephone entry is that most keys have a letter and number associated with them. When the system asks for a date or time, it is expecting an input of numbers. A problem arises when entering a tail number, or 3-letter identifier. The system does not detect if you are entering a letter (alpha character) or a number. Therefore, when entering an aircraft identifier and flight number or aircraft registration/tail number two keys are used to represent each letter or number. When entering a number, precede the number you wish

by the number 0 (zero) *i.e.*, 01, 02, 03, 04, \* \* \* If you wish to enter a letter, first press the key on which the letter appears and then pass 1, 2, or 3, depending upon whether the letter you desire is the first, second, or third letter on that key. For example to enter the letter "N" first press the "6" key because "N" is on that key, then press the "2" key because the letter "N" is the second letter on the "6" key. Since there are no keys for the letters "Q" and "Z," e-CVRS pretends they are on the number "1" key. Therefore, to enter the letter "Q," press 11, and to enter the letter "Z," press 12.

**Note:** Users are reminded to enter the "N" character with their tail numbers (*see Table 1*). Operators using a 3-letter identifier and flight number to communicate with ATC facilities should enter that call sign when making their reservation.

TABLE 1.—CODES FOR CALL SIGN/TAIL NUMBER INPUT

Codes for Call Sign/Tail Number Input Only			
A-21	J-51	S-73	1-01
B-22	K-52	T-81	2-02
C-23	L-53	U-82	3-03
D-31	M-61	V-83	4-04
E-32	N-62	W-91	5-05
F-33	O-63	X-92	6-06
G-41	P-71	Y-93	7-07
H-42	Q-11	Z-12	8-08
I-43	R-72	0-00	9-09

b. Additional helpful key entries: (*See Table 2*).

TABLE 2.—HELPFUL KEY ENTRIES

- # After entering a call sign/tail number, depressing the "pound key" (#) twice will indicate the end of the tail number.
- \*2 Will take the user back to the start of the process.
- \*3 Will repeat the call sign/tail number used in a previous reservation.
- \*5 Will repeat the previous question.
- \*8 Tutorial Mode: In the tutorial mode each prompt for input includes a more detailed description of what is expected as input. \*8 is a toggle on/off switch. If you are in tutorial mode and enter \*8, you will return to the normal mode.
- \*0 Expert Mode: In the expert mode each prompt for input is brief with little or no explanation. Expert mode is also on/off toggle.

c. *Internet Web Based Interface.* The e-CVRS reservation system includes a Web-based interface. The Internet option is intended to provide a fast, user-friendly environment for making slot reservations. The Internet address is <http://www.fly.faa.gov/ecvrs>. The web-based interface incorporates the current

CVRS telephone features and adds new features. In addition to the airport, date, time, and tail number/call sign information, you will be asked to enter the aircraft type and the arrival/departure airport immediately preceding or following your operation at an HDTA. If you are making an arrival reservation at an HDTA, you will be asked to provide the 3-letter identifier for your departure airport. Conversely, if you are making a departure reservation, you will now be asked for your destination airport. This information is optional and is not required to obtain a reservation. This information may be added or edited using e-CVRS after the reservation is initially obtained.

All users of e-CVRS must complete a one-time registration form containing the following information: full name; e-mail address; a personal password; password confirmation; and company affiliation (optional). Your e-mail and password are required each time you login to use e-CVRS. Instructions are provided on each page to guide you through the reservation process. If you need help at any time, you can access page-specific help by clicking the

question mark "?" located in the upper right corner of the page.

Issued in Washington, DC, on May 28, 2002.

**Michael A. Cirillo,**

*Program Director for Air Traffic Planning and Procedures.*

[FR Doc. 02-13820 Filed 5-31-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Miscellaneous Non-Required Equipment

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed Technical Standard Order (TSO) C138, Miscellaneous Non-Required Equipment. This TSO is limited in applicability to equipment that is not intended to be used in the cockpit, nor impact pilot workload. This

TSO establishes equipment categories which are classified based upon compliance to published aircraft standards. The TSO equipment manufacturer is provided guidelines for developments and documentation of equipment functional performance requirements and test conditions. The TSO equipment manufacturer is expected to provide evidence of having satisfied the declared functional performance and test conditions under defined environmental test conditions. For those equipment which contain software, the equipment manufacturer must provide evidence of having satisfied minimum software design assurance development criteria. This TSO also identifies equipment classes marked "<RESERVED>" for equipment standards to be defined in the future. These "<RESERVED>" equipment classes are intended to allow for future TSO C138 expansion of aircraft standards for elective compliance by the equipment manufacturer.

**DATES:** Comments submitted must be received on or before July 31, 2002.

**ADDRESSES:** Send all comments on the proposed TSO to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Michelle Swearingen, Federal Aviation Administration (FAA), Aircraft Certification Service Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9897, FAX: (202) 267-5340.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested person 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 must be marked "Comments to TSO-C138." Comments received on the draft TSO may be examined both before and after the 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 will be considered by the Director of the

Aircraft Certification Service before issuing the final TSO.

#### **Background**

Design and production approval under the FAA Technical Standard Order (TSO) program offers numerous advantages to the equipment manufacturer, equipment installer and the FAA Aircraft Certification Service. The proposed TSO is intended to provide equipment manufacturers ability to produce equipment without specifically tying the equipment to a given make/model of aircraft. Design and production approval under this TSO is intended to afford the equipment manufacturer and installer limited certification reuse credit. Equipment marked as compliant with the proposed TSO is anticipated to require less overall regulatory review during the installation process, since the equipment would be marked as having been found compliant to a given set of equipment standards (e.g., environmental considerations, software design assurance, etc). This inherent certification reuse credit is intended to provide equipment manufacturers increased marketability of equipment currently considered non-traditional TSO articles. Finally, the FAA believes that adoption of this proposed TSO will reduce the overall regulatory review cycle by the Aircraft Certification Offices. The FAA intends to identify success metrics and implements a monitoring program to ensure that any resultant increase in TSO Authorization applications do not result in an unmanageable workload burden upon the Aircraft Certification Offices.

#### **How To Obtain Copies**

A copy of the revised draft TSO may be obtained via Internet (<http://www.faa.gov/avr/air/airhome.htm>) or on request from the individual listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC., on May 29, 2002.

**David W. Hempe,**

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

[FR Doc. 02-13819 Filed 5-31-02; 8:45 am]

**BILLING CODE 4910-13-M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

#### **Environmental Impact Statement: Hamilton and Clermont Counties, OH, and Campbell County, KY**

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tiered Environmental Impact Statement (EIS) may be prepared for proposed multi-modal transportation projects in Hamilton and Clermont Counties, Ohio, and Campbell County, Kentucky.

#### **FOR FURTHER INFORMATION CONTACT:**

Mark L. Vonder Embse, Urban Programs Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6854.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Ohio Department of Transportation (ODOT) and the Hamilton County Transportation Improvement District (HCTID), will prepare a Tiered Environmental Impact Statement for proposed improvements in the Eastern Corridor of the City of Cincinnati, Ohio. Covering approximately 200 square miles, the study area extends from the Cincinnati Business District east to the Communities of Milford, Batavia, and Amelia in Clermont County, and south into Northern Kentucky along I-275 and I-471.

The purpose and need of the project are to improve mobility and alleviate congestion in the Eastern Corridor. Alternatives under consideration include (1) Taking no action; and (2) a combination of the following: (a) Constructing a new highway on new location; (b) construction of new transit facilities; and (c) upgrading existing highway and transit facilities. FHWA, ODOT, HCTID and local agencies will be invited to participate in defining the alternatives to be evaluated in the Tiered EIS, and any significant social, economic, or environmental issues related to the alternatives.

The purpose of this Tiered EIS is to document in a Record of Decision specific segments and their termini within the Eastern Corridor. The first tier will focus on broad issues such as general location, mode choice, and area-wide air quality and land use implications of the major alternatives. These individual projects will then advance as independent projects with individual NEPA decisions. The second tier will address site-specific details on project impacts, costs, and mitigation measures.

Letters describing the proposed action and soliciting 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 interest in this proposal. A series of public meetings will be held in the project