

included dynamic testing of the seat and occupant protection criteria.

The SAE SEAT Committee was tasked with developing a standard that would provide a basis for meeting the 16g rule. SAE published AS 8049, that was incorporated into TSO-C127 in 1992. TSO-C127a was issued in 1998 after AS 8049A was published to further refine the dynamic seat standard. AS 8049 and AS 8049A contained the criteria for dynamic seats and still included criteria for static strength and design requirements.

Although seats were still being produced to the static 9g-standard in TSO-C39, the seat industry began to increase its production of TSO-C127 and TSO-C127a seats. So there were then, and currently still are, two standards—NAS 809 and AS8049—that addressed static 9g requirements.

In 2000, the FAA and industry formed a team to investigate and implement ways to streamline seat certification. This group recognized that two different standards addressing static strength and design considerations for seats was making the certification process more complicated than it needed to be. Therefore it was proposed that a new revision to TSO-C39 be issued to standardize the static criteria portion of the two standards.

It was decided that this could be successfully accomplished by referencing the static portion of AS 8049A for the proposed revision to TSO-C39. This will bring TSO-C39 in alignment with TSO-C127 and reflect the way industry currently uses the two standards. Most seat manufacturers are already using the static portion of AS 8049A as a basis for meeting airworthiness requirements not covered by the criteria in TSO-C39. Including the assessment under the TSO program will improve certification schedules. Additionally, AS 8049A continues to be reviewed and updated, and changes to AS 8049 will cover TSO-C127 seats as well as TSO-C39 seats.

How To Obtain Copies

A copy of the proposed TSO may be obtained via the information contained in section titled **FOR FURTHER INFORMATION CONTACT**, or the Internet at <http://www.faa.gov/certification/aircraft/TSOA.htm>.

Issued in Washington, DC on July 8, 2002.

David Heme,

*Manager, Aircraft Engineering Division
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Dubuque County, IA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent (Cancellation).

SUMMARY: The FHWA is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare an Environmental Impact Statement a9EIS) as it relates to National Environmental Policy Act of 1969 (NEPA) for the proposed U.S. 20 Capacity Improvement Study in Dubuque County, Iowa is canceled. The NOI was originally published in the **Federal Register** on April 23, 2001. The cancellation is based on budget considerations for this project.

FOR FURTHER INFORMATION CONTACT: Manu M. Chacko, Transportation Engineer, FHWA, 105 6th Street, Ames, IA 50010-6337, (515) 233-7307. James P. Rost, Director, Office of Location and Environment, Iowa Department of Transportation, 800 Lincoln Way, Ames, IA 50010, (515) 239-1798.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov.nara>.

Background

The NOI was originally published in the **Federal Register** on April 23, 2001. The cancelled EIS would have studied capacity improvements for U.S. 20 between the Peosta Interchange and Devon Drive in the City of Dubuque in Dubuque County, Iowa. Due to budget constraints, this project has been postponed.

Comments or questions concerning this proposed action should be directed to the Iowa Department of Transportation or FHWA at the address provided in the caption **FOR FURTHER INFORMATION CONTACT**.

(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)

(Authority: 23 U.S.C. 315; 49 CFR 1.48)

Dated: June 25, 2002.

Bobby W. Blackmon,

Division Administrator, Ames, Iowa.

[FR Doc. 02-17484 Filed 7-11-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

U.S. 285 Notice of Intent

AGENCY: Federal Highway Administration.

ACTION: Notice of intent and public scoping meeting.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for proposed transportation improvements to U.S. 285 from Foxton Road to Bailey in Jefferson and Park Counties, Colorado.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Sands, FHWA Colorado Division, 555 Zang Street, Room 250, Denver, CO 80228, Telephone (303) 969-6730, extension 362.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Colorado Department of Transportation (CDOT) will prepare an Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) for transportation improvements on U.S. 285 from Foxton Road in Conifer to just south of Bailey, Colorado. The EIS will evaluate the No-Action and Build alternative(s) and determine the estimated costs and potential impacts of each. CDOT will be the local lead agency for the EIS. The project is approximately 15 miles in length. Alternatives that may be evaluated include the No-Action Alternative and various 2, 3 and 4 lane alternatives. A public scoping meeting has been scheduled for July 30, 2002 at the Elk Creek Fire Protection District at 11993 Blackfoot Road in Conifer, CO. Scoping meetings are also planned with the U.S. Army Corps of Engineers, U.S. Forest Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, Colorado Division of Wildlife and various local agencies. This effort will build on the results of the U.S. 285 Feasibility Study which was completed in March of 2002.

Written comments on project scope should be sent to: Mr. Kim Patel, Project Manager, CDOT Region One, 18500 East Colfax Avenue, Aurora, CO 80111, Telephone: (303) 365-7373.

FHWA, CDOT and other local agencies invite interested individuals, organizations, and federal, state and

local agencies to participate in refining the alternatives to be evaluated in the EIS and identifying any significant social, economic or environmental issues related to the alternatives.

Scoping comments may be made at the scheduled scoping meeting or in writing. Scoping comments received during the development of the U.S. 285 Feasibility Study will be incorporated into the overall scoping comments for the EIS. The public will receive notices on locations and times of future public meetings through newspaper advertisements and individual correspondence. If you wish to be placed on the project mailing list, please contact Mr. Kim Patel at the address noted above.

All significant social, economic and environmental impacts of the alternatives carried forward for complete EIS analysis will be evaluated. Depending on the alternatives under study, environmental and social impacts to be evaluated will include safety and mobility impacts, impacts on cultural resources, noise impacts, natural resources, air quality, threatened and endangered species, wildlife resources, habitat connectivity, and parks and recreation resources.

In accordance with FHWA policy, the Draft EIS will be prepared with required engineering design studies necessary to complete the document. After its publication, the Draft EIS will be available for public and agency review and comments and a public hearing will be held. A Final EIS will then be prepared, followed by a Record of Decision which will officially select a preferred alternative. Prior to the official selection of a preferred alternative in the Record of Decision, notification of the preference will be made in either the Draft or Final EIS.

The No-Action Alternative is expected to include minor safety improvements, (e.g., intersection improvements, shoulder widening, or climbing lanes) resurfacing, bridge repair, maintenance, stream or other environmental improvements, and the construction of a grade separated intersection at Wandcrest Drive. Through the course of the EIS, other independent utility projects may be identified if they are found to not conflict with the outcome of the EIS.

Issued on: June 13, 2002.

William C. Jones,

Division Administrator

[FR Doc. 02-17504 Filed 7-11-02; 8:45 am]

BILLING CODE 4410-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Gadsden Switching Service, Inc.

[Docket Number FRA-2002-12315]

The Gadsden Switching Service, Inc. of Scottsboro, Alabama has petitioned on behalf of the Everett Railroad Company for a waiver of compliance for two locomotives from the requirements of the Railroad Safety Glazing Standards, 49 CFR part 223. The two locomotives are operated by remote control and work primarily within the confines of the former Gulf States Steel facility on approximately three miles of track at Gadsden, Alabama. The Gadsden Switching Service, Inc. operation has no public grade crossings.

The two locomotives are presently equipped with ordinary commercial safety glass. On occasion, locomotives EV 913 and EV 921 move over yard tracks owned by CSX Transportation and Norfolk Southern for pick up and delivery of railcars.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 2002-12315) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), and 400 7th Street, SW., Washington, DC 20590. Communications received within 45 days of the date of this notice before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for

examination during regular business hours (9:00 a.m.—5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on July 8, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development

[FR Doc. 02-17568 Filed 7-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Gulf & Ohio Railways

[Docket Number FRA-2002-11897]

The Gulf and Ohio Railways, parent company to the Knoxville and Holston River Railroad (KXHR), has petitioned for a permanent waiver of compliance from the requirements of the 49 CFR Federal Track Safety Standards Part 213.233, Track Inspections. This requirement prescribes a Gregorian calendar-based frequency for inspecting track to detect deviations from the standards. Railroads operating passenger trains are required to schedule a twice weekly track inspection with at least a one-day interval between inspections.

KXHR began revenue passenger service in early November of 1999. KXHR schedules passenger operations to begin the last week in March and end about mid-November of each year. A passenger train operates twice a day, on Saturdays and Sundays, between milepost 5.8 and milepost 10.8 over the River Front Extension (RFE) track. Freight trains operate daily, Monday through Friday, throughout the RFE's 11.6-miles. In 2001, a substantial number of passengers (more than 12,000) rode the excursion train. In the same year, the traffic density was estimated at 0.072 million gross tons. On the RFE district, KXHR Timetable Number 1 authorizes a maximum speed