

do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy. We will accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement No. ANM-03-111-07."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
  - For each issue, state what specific change you are requesting to the proposed policy.
  - Include justification, reasons, or data for each change you are requesting.
- We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because the comments received.

#### Background

The proposed policy provides a method of compliance with § 25.1447(c)(2)(i), which requires that flight oxygen masks be installed so that they can be donned within five seconds. Use of the policy will help standardize the methods of compliance and produce more consistent compliance findings for all applicants.

Issued in Renton, Washington, on March 3, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 03-5937 Filed 3-11-03; 8:45 am]

**BILLING CODE 4910-13-M**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Classification and Standardized Policy for Design Changes to Technical Standard Orders (TSO) C127 and TSO-C127a Articles

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This notice announces the availability of and requests comment on proposed policy for articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a, Rotorcraft, Transport Airplane, and Normal and Utility

Seating System. The proposed memorandum provides guidance to Federal Aviation Administration personnel and aircraft seat manufacturers on classifying design changes they make to their TSO articles as major or minor.

**DATES:** Comments must be received by April 10, 2003.

**ADDRESSES:** Send all comments on the proposed policy for the classification of design changes to articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, AIR-100, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Hal Jensen, AIR-120. Or, deliver comments to Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Hal Jensen, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs Branch, AIR-120, Room 835, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8807; fax (202) 267-5340; e-mail [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on the proposed policy for the classification of design changes to articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a by submitting such written data, views, or arguments, as they desire, to the above specified address. Comments received on the proposed policy may be examined, 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. The Director of the Aircraft Certification Service considers all communications received on or before the closing date before issuing the final policy.

##### Background

In 2000, the FAA and industry formed a team to investigate and implement ways to streamline the certification of aircraft seats. The team elected to reestablish TSOs for seats as a valid design approval and to the extent possible, maximize the minimum performance standards (MPS) toward meeting the applicable aircraft airworthiness standards, and standardize the management of TSO

approvals by the FAA for aircraft seat manufacturers.

Currently, what constitutes a minor design change versus a major design change for a TSO article is open to interpretation. The lack of standardization is magnified for the dynamic seat TSOs where small design changes frequently produce significant effects on the performance of the seat. Therefore, in the absence of guidance many design changes to dynamic seats are by default considered major design changes.

All major design changes to TSO articles require the TSO holder to apply for a new TSO approval. Since all design changes—both minor and major—must be substantiated, requiring the TSO holder to apply for a new TSO approval can be overly burdensome when the TSO holder has an approval to the latest revision of the TSO.

This proposed memorandum is intended to provide greater clarification on design changes for TSO-C127 and TSO-C127a articles by promoting standardization between seat suppliers. It also proposes greater latitude than currently exists in determining design changes classified as minor changes.

#### How To Obtain Copies

You may get a copy of the proposed changed TSOs from the Internet at: <http://av-info.faa.gov/tso/Tsopro/Proposed.htm>. You may also request a copy from Mr. Hal Jensen. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

Issued in Washington, DC, on March 5, 2003.

**Susan J.M. Cabler,**

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

[FR Doc. 03-5938 Filed 3-11-03; 8:45 am]

**BILLING CODE 4910-13-M**

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Wright, Stearns and Sherburne Counties, MN

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

**ACTION:** Revised notice of intent.

**SUMMARY:** The FHWA is issuing this revised notice to advise the public that a tiered environmental impact statement (EIS) will no longer be prepared for proposed highway capacity improvements on existing or new alignments that connect Interstate 94

(I-94) and Trunk Highway 10 (TH 10) between the cities of Becker and St. Cloud, Minnesota. The proposed alignment connections being studied include existing and new crossings of the Mississippi River. Rather, a conventional EIS will be prepared for the proposed improvements.

**FOR FURTHER INFORMATION CONTACT:**

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Terry Humbert, Project Manager, Minnesota Department of Transportation—District 3, 3725 12th Street North, St. Cloud, Minnesota 56303, Telephone (320) 654-5520, V (651) 296-9930 TTY.

**SUPPLEMENTARY INFORMATION:** As indicated in the Notice of Intent published in the **Federal Register** on May 8, 1997, the FHWA, in cooperation with the Minnesota Department of Transportation (MnDOT), is preparing an EIS on a proposal to improve highway capacity for connections between I-94 and TH 10 between the cities of Becker and St. Cloud, Minnesota, including a crossing of the Mississippi River. The area of the proposed improvements is located in Wright, Stearns and Sherburne Counties.

There has been a change in the planned approach to the environmental review process for this project since the Notice of Intent was published in the **Federal Register**. The Notice of Intent indicated that a tiered EIS process would be used for the proposed project based on a projected 15 to 20-year funding and implementation schedule and a need to protect right-of-way for a preferred alternative. Since the publication of the Notice of Intent, the proposed regional connection capacity improvements have been identified as important in serving state Inter-Regional Corridor System goals. As a result, the project has the potential to receive higher funding priority than had previously been anticipated. Therefore, a conventional (*i.e.*, not tiered) EIS process has been determined to better suit the potential project implementation schedule. Coordination has been initiated and will continue with appropriate Federal, State and local agencies, and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. Public meetings have been held in the past and will continue to be held, with public notice given for the time and place of the meetings.

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 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 on Federal programs and activities apply to this program)

Issued on: February 24, 2003.

**Stanley M. Graczyk,**

*Project Development Engineer, Federal Highway Administration.*

[FR Doc. 03-5873 Filed 3-11-03; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

**Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 18, 2002. No comments were received.

**DATES:** Comments must be submitted on or before April 11, 2003.

**FOR FURTHER INFORMATION CONTACT:**

Thomas Christensen, Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-5909; FAX: 202-493-2180, or e-mail: [tom.christensen@marad.dot.gov](mailto:tom.christensen@marad.dot.gov).

Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* EUSC/Parent Company.

*OMB Control Number:* 2133-0511.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* U.S. citizens who own foreign-registered vessels.

*Form(s):* None.

*Abstract:* The Effective U.S. Control (EUSC)/Parent Company collection consists of an inventory of foreign-registered vessels owned by U.S. citizens. Specifically, the collection consists of responses from vessel owners verifying or correcting vessel ownership data and characteristics found in commercial publications. The information obtained could be vital in a national or international emergency, and is essential to the logistical support planning operations conducted by MARAD officials. The information is used in contingency planning and provides data related to potential sealift capacity to support movement of fuel and military equipment to crisis zones.

*Annual Estimated Burden Hours:* 40 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

*Comments Are Invited on:* (a)

Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC on March 6, 2003.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 03-5841 Filed 3-11-03; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Announcing the Eleventh Quarterly Meeting of the Crash Injury Research and Engineering Network (CIREN)**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the Eleventh Quarterly Meeting of members