

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****[Policy Statement No. ANM-02-111-05]****Policy Statement With Respect to Part 25 Transport Category Airplanes Utilizing Displays With Geometric Altitude Labeled as a Mean Sea Level (MSL)****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed policy; request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of proposed policy that clarifies current FAA policy with respect to part 25 transport category airplanes utilizing displays with geometric altitude labeled as a mean sea level (MSL).

**DATES:** Send your comments on or before December 23, 2002.**ADDRESSES:** Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Ken Schroer, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airplane and Flight Crew Interface Branch, ANM-111, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-1154; fax (425) 227-1320; e-mail: [ken.schroer@faa.gov](mailto:ken.schroer@faa.gov).

**SUPPLEMENTARY INFORMATION:****Comments Invited**

The proposed policy is available on the Internet at the following address: <http://www.faa.gov/certification/aircraft/anminfo/devpaper.cfm>. If you do not have access to the Internet, you can obtain a copy of the policy statement 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 ANM-02-111-05."

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 general statement of 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 of the comments received.

**Background**

This memorandum clarifies Federal Aviation Administration (FAA) certification policy with respect to installations that label Global Positioning System (GPS) derived geometric altitude as Mean Sea Level (MSL) altitude. The issue concerns the Terrain Awareness and Warning Systems (TAWS), Global Navigation Systems (GNS), and any other installation in which GPS derived altitude is presented as MSL altitude.

Regardless of the higher altitude accuracy that can be derived from GPS data, barometric altitude referenced to MSL remains the present standard used in the U.S. and internationally for vertical navigation. Even though there may be altitude errors while using barometric altitude, all aircraft within a particular sector are navigating (in principle) with the same error. Since there is a potential for large differences between barometric altitude and GPS derived altitude, labeling both as MSL may result in confusion and improper vertical navigation during high flightcrew workloads.

Issued in Renton, Washington, on November 13, 2002.

**Vi L. Lipski,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02-29659 Filed 11-20-02; 8:45 am]

**BILLING CODE 4910-13-P****DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Alameda and Contra Costa Counties, California****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 Alameda and Contra Costa Counties.

**FOR FURTHER INFORMATION CONTACT:** Maiser Khaled, Chief District Operations—North, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724, Telephone: (916) 498-5020 or John Webb, Chief Environmental Management, Caltrans

North Region, Sacramento Area Office, PO Box 942874, Sacramento, CA. 94274-0001, Telephone: (916) 274-0588.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an environmental impact statement (EIS) for a proposed project to construct a forth bore of the Caldecott tunnel between the State Route 24/Broadway interchange in the City of Oakland in Alameda County and the State Route 24/Camino Pablo interchange in the City of Orinda in Contra Costa County, California.

Improvements to the corridor are considered necessary to alleviate congestion, improve safety, and provide for existing and projected traffic demand. Alternatives under consideration include (1) taking no action; (2) a 2-lane bore North or South; (3) a 3-lane bore North or South; and (4) a 4-lane bore North or South.

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. Two public scoping meetings will be held. One public scoping meeting will be held in the evening on December 11 at 6:30 p.m. at the Orinda Masonic Center, 9 Altarinda Road in Orinda. A second public scoping meeting will be held in the evening on December 12 at 6:30 p.m. at the MetroCenter Auditorium, 101 Eighth Street in Oakland. Additional public meetings will be held. In addition, a public hearing will be held. The draft EIS will be available for public and agency review and comment prior to the public hearing. Public notice will be given of the exact time and location of the meetings and hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are 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: November 14, 2002.

**Maiser Khaled,**

*Chief, District Operations—North Sacramento, California.*

[FR Doc. 02-29564 Filed 11-20-02; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

**Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236**

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

**Docket Number FRA-2002-13494**

*Applicant:* CSX Transportation, Incorporated, Mr. Eric G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system, between milepost CTT-19.8 and milepost CTT-22.0, "WR Tower," on the Toledo Terminal Subdivision, Detroit Division, near Toledo, Ohio. The proposed changes are associated with the removal of the manually controlled location at "WR Tower," conversion of the method of operation between milepost CTT-19.8 and CTT-21.2 from Interlocking Rules 255-259 to Traffic Control System Rules 265-272, and relocation of control of the area to the dispatch center in Jacksonville, Florida. The proposed changes include removal of signals 44R, 44RC, and 44L, conversion of the power-operated No. 43 switch to hand operation, and removal of the power-operated derail switch between the outer yard and the Walbridge Yard.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA 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 a.m.-5 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>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on November 13, 2002.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 02-29656 Filed 11-20-02; 8:45 am]

**BILLING CODE 4910-06-P**

**DEPARTMENT OF TRANSPORTATION**

**Research and Special Programs Administration**

**Office of Hazardous Materials Safety; Notice of Applications for Exemptions**

**AGENCY:** Research and Special Programs Administration, DOT.

**ACTION:** List of applicants for exemptions.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor Vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

**DATES:** Comments must be received on or before December 23, 2002.

Address Comments to: Records Center, Research and Special Programs, Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

**FOR FURTHER INFORMATION CONTACT:** Copies of the applications (See Docket Number) are available for inspection at the New Docket Management Facility, PL-401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, DC or at <http://dms.dot.gov>.

This notice of receipt of applications for new exemptions is published in accordance with part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on November 18, 2002.

**R. Ryan Posten,**

*Exemptions Program Officer, Office of Hazardous Materials, Exemptions and Approvals.*

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
<b>New Exemptions</b>				
13161-N .....	RSPA-02-13798	Honeywell International Inc., Morristown, NJ.	49 CFR 172.301(a)(1), 172.301(c), 172.400, 172.504, 173.202.	To authorize the transportation in a commerce of small quantity of Class 3 hazardous material in specially designed packaging to be transported as unregulated. (Modes 1, 4.)