

private entity for the park. The requested property lies along the western edge of the nuclear plant site and straddles the Trousdale/Smith County line. At the request of the communities, TVA prepared a conceptual plan to evaluate the feasibility of the requested property as an industrial/office park from an engineering standpoint. A copy of the conceptual plan is shown on TVA's web site at www.tva.gov/environment/reports and can be obtained from Mr. Montgomery or Mr. McEntyre.

Proposed Issues To Be Addressed

The EA/EIS will describe and evaluate the impact of the proposed industrial/business park on the existing natural, cultural, and socioeconomic resources and conditions in the project vicinity. Specific issues will include air quality, water quality, terrestrial and aquatic life, endangered and threatened species, wetlands, floodplains, historic and archaeological resources, (particularly historic properties listed or eligible for listing in the National Register of Historic Places), jobs, traffic, and existing use of the park site for hunting and business activity.

Alternatives

The EA/EIS will evaluate the impact of reasonable alternatives. The alternatives now being contemplated are the transfer of the 710 acres as requested by the communities, the transfer of individual tracts when requested for specific purposes, and the no-action alternative. TVA will take into account the potential impacts of the alternatives on the natural, cultural, and socioeconomic resources and conditions, together with engineering and economic considerations, to select a preferred alternative. The preliminary identification of reasonable alternatives and environmental issues in this notice is not meant to be exhaustive or final.

Scoping Process

Scoping, which is integral to the EA/EIS process, ensures that: (1) All pertinent issues are identified early and properly studied, (2) issues of little significance do not consume substantial time and effort, (3) the draft EA/EIS is thorough and balanced, and (4) delays caused by an inadequate EA/EIS are avoided. TVA's NEPA procedures require that the scoping process begin soon after a decision is made to prepare an EA or EIS, to provide an early and open process for determining the scope and for identifying the significant issues related to a proposed action.

The scoping process for this review includes specific opportunities for both

public and interagency input. In addition to this notice requesting written comments, TVA is requesting comments by publishing a notice in area newspaper and is placing a notice on the TVA web site at www.tva.gov/environment/reports. Also, TVA is distributing information to and requesting comments from the owners and operators of businesses leasing buildings on the site, all persons who have requested permits for hunting on the site, the landowners from whom TVA bought of the site (who have a life estates for agricultural use of the tracts they sold), and other parties who have expressed interest in similar TVA activities in middle Tennessee. The public is being asked to submit comments on the scope of this EA/EIS no later than 30 days after publication of this notice or they receive information through one of the other means.

TVA is also requesting comments from federal, state, and regional agencies, and Indian tribes. The federal agencies identified at this time for inclusion in the interagency scoping are the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. State agencies include the Tennessee Department of Economic and Community Development, Tennessee Department of Environment and Conservation, Tennessee Wildlife Resources Agency, the Tennessee State Historic Preservation Officer, and the Tennessee Commission of Indian Affairs. Regional agencies include the Mid-Cumberland Council of Governments, Trousdale County, Smith County, and the towns of Hartsville and Carthage. Indian tribes include the Eastern Band and United Keetoowah Band of the Cherokee Indians, the Cherokee Nation of Oklahoma, the Muscogee (Creek) Nation of Oklahoma, the Absentee-Shawnee Tribe of Oklahoma, the Eastern Shawnee Tribe of Oklahoma, and the Poarch Band of Creek Indians. Other agencies, as appropriate and identified, will also be included.

TVA will develop and maintain a mailing list of agencies, organizations, and other interested parties who have requested to be included in the process. TVA will also maintain a public reference file at its Highland Ridge Tower offices, 535 Marriott Drive, Nashville, Tennessee, 37214, which will include copies of all written correspondence, documents, meeting notices, agendas and summaries, etc.

After consideration of the scoping comments, TVA will develop the sets of environmental issues and alternatives to

be addressed in the EA/EIS. Once the analysis of the environmental consequences of each alternative is completed, TVA will issue a draft EA/EIS for public review and comment. TVA will issue public notices announcing the availability and requesting comments in area newspapers, post information on its web site at www.tva.gov/environment/reports, and provide a copy to those who request one in their comments on the scope. If an EIS is prepared, a Notice of Availability of the draft EIS will also be published in the **Federal Register**. TVA anticipates completing the draft EA/EIS in early 2001.

If an EA is prepared, a public information meeting on the draft EA/EIS will be held if adequate public interest in such a meeting has been demonstrated. If an EIS is prepared, a public information meeting on the draft will be held, with the schedule to be announced in the Notice of Availability, the newspapers, TVA's web site, and information accompanying the copies of the EIS sent to the public.

TVA is providing this notice pursuant to the Council on Environmental Quality's regulations (40 CFR 1500 to 1508), TVA's procedures implementing the National Environmental Policy Act, and Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR Part 800).

Dated: December 20, 2000.

Kathryn J. Jackson,

Executive Vice President, River System Operations & Environment.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Transport Airplane and Engine Issues—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: John McGraw, 1601 Lind Ave., Renton, Washington 98055-4056, 425-227-1171, john.mcgraw@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues.

The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendations on the following task:

Task: Review the comments received the response to the Notice of Availability of proposed Advisory Circular (AC 39.XX), titled "Continued Airworthiness Assessments of Powerplant and Auxiliary Power Unit Installation on Transport Category Airplanes." Provide advice and recommendations on the task, recommend disposition of the comments that are inappropriate for incorporation in the proposed AC, and provide recommended revised language, in paragraph form, to address those comments that have merit and warrant incorporation in the proposed AC.

Schedule: The recommendations should be forwarded to the FAA by September 1, 2001.

ARAC Acceptance of Tasks

ARAC has accepted the task and has chosen to assign the tasks to the newly formed Continued Airworthiness Assessments Working Group, Transport Airplane and Engine Issues. The working group will serve as staff to ARAC and assist in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The Continued Airworthiness Assessments Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of the ARAC Transport Airplane and Engine Issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations.
3. Provide a status report at each meeting of the ARAC held to consider Transport Airplane and Engine Issues.

Participation in the working Group

The newly formed Continued Airworthiness Assessment Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than January 20, 2001. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individuals will be advised whether or not the request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and participate actively in the working group (*e.g.*, attend all meetings, provide written comments when requested to do so, *etc.*). They also will be expected to devote the resources necessary to support the ability of the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group chair.

The Secretary of Transportation has determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC will be open to the public. Meetings of the Continued Airworthiness Assessments Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Dated: Issued in Washington, DC, on December 21, 2000.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 00-32955 Filed 12-21-00; 4:43 pm]

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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.

North Carolina Transportation Museum

[Docket Number FRA-2000-8418]

The North Carolina Transportation Museum of Spencer, North Carolina, has petitioned for a temporary waiver of compliance for one locomotive from the requirements of the Locomotive Inspection, 49 CFR 230.23(a), which requires staybolts having caps over their outer ends shall have the caps removed at least every two years and the bolts and sleeves examined for breakage. The museum states that they rotate the operation of steam locomotive number 604 on weekends during summer months in tourist service. Locomotive number 604 last had its staybolt caps removed on March 28, 1999, at which time the bolts and sleeves were inspected. If the waiver is approved the staybolt caps would be removed in 2002 when the locomotive would receive required work to bring it into compliance with the recently published, November 17, 1999, Inspection and Maintenance Standards for Steam Locomotives. The museum indicates that if the waiver is granted that the locomotive would operate an additional thirty five days over the next year.

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