

Independence Avenue, SW.,
Washington, DC 20591, Telephone (202)
267-9546.

Comments Invited

Interested persons 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 received on the proposed technical standard order may be examined, before and after the comment 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 above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

The FAA established the Aviation Rulemaking Advisory Committee (ARAC) in January 1991 to provide an ongoing mechanism to accept recommendations from the aviation industry in the regulatory process (56 FR 2190; January 22, 1991; and 58 FR 9230; February 19, 1993). In March 1993, the FAA established the Parts Working Group as part of ARAC (58 FR 16572; March 29, 1993). The Parts Working Group was tasked with recommending to ARAC new regulations and guidance material, as appropriate, pertaining to the issuance and administration of approvals of replacement and modification parts for civil aircraft. The proposed TSO in this notice is based on a draft proposed TSO developed by the Parts Working Group and recommended to the FAA by the ARAC.

The standards of proposed TSO-C148 apply to types of mechanical fasteners intended for tension and/or shear applications in the manufacture and maintenance of aircraft products. The standards are also adaptable to fasteners of proprietary designs. Proposed TSO-C148 provides alternative requirements for marking each individual fastener in lieu of the marking specified by 14 CFR § 21.607(d).

How To Obtain Copies

A copy of the proposed TSO-C148 may be obtained by contacting **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC, on February 26, 1997.

Todd B. Thompson,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 97-5432 Filed 3-4-97; 8:45 am]

BILLING CODE 4910-13-M

Lithium Batteries

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and request comments on a proposed technical standard order (TSO) pertaining to lithium batteries. The proposed TSO prescribes the minimum performance standards that lithium batteries must meet to be identified with the marking "TSO-C142."

DATES: Comments must be received on or before June 13, 1997.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C142, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591. Comments must identify the TSO file number.

FOR FURTHER INFORMATION CONTACT:

Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

Comments Invited

Interested persons 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 received on the proposed TSO order may be examined, before and after the comment closing date, in Room 804, 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 above will be considered by the Director of the

Aircraft Certification Service before issuing the final TSO.

Background

In the late 1970's there were numerous reports of emergency locator transmitters, powered by lithium sulfur dioxide batteries, exploding, corroding, and venting toxic gases in general aviation airplanes. This resulted in a series of three airworthiness directives (Amendment 39-3549 (44 FR 50321, August 27, 1979), Amendment 39-3422 (44 FR 10980; February 26, 1979), and amendment 39-3708 (45 FR 13051, February 28, 1980)) to correct the safety problem and the issuance of TSO-C97, specifically for lithium sulfur dioxide batteries. Since TSO-C97 was issued, there have been few installations using lithium sulfur batteries in aircraft equipment. Other batteries, however, of different lithium chemistries, sizes, and construction are widely used today in non aviation applications.

Lithium batteries are desired for installation in aircraft because of their high energy per unit weight and volume, high cell voltage, relatively constant voltage during discharge, excellent low-temperature performance, and long shelf life. They continue to pose a potential safety hazard if not chosen carefully for the intended use, and used within their design and test limitations throughout their life cycle. Proposed TSO-C142 prescribes a means of assuring that lithium batteries will perform their intended function safely under conditions normally encountered in aeronautical operations.

How To Obtain Copies

A copy of the proposed TSO-C142 may be obtained by contacting **FOR FURTHER INFORMATION CONTACT.** Copies of RTCA Document No. DO-227, "Lithium Batteries," dated June 23, 1995, may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on February 24, 1997.

Brian A. Yanez,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 97-5433 Filed 3-4-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Bernalillo County, NM

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS)

for the Gibson East Transportation Corridor Study.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed transportation project in Bernalillo County, New Mexico, in accordance with 23 CFR part 771.

FOR FURTHER INFORMATION CONTACT: Reuben S. Thomas, Division Administrator, Federal Highway Administration, 604 W. San Mateo Rd., Santa Fe, New Mexico 87505, Telephone: (505) 820-2022.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New Mexico State Highway and Transportation Department and the City of Albuquerque Public Works Department, will prepare an environmental impact statement (EIS) on a proposal to improve Gibson Boulevard in Bernalillo County, New Mexico. The proposed action involves the improvement of Gibson Boulevard beginning at Interstate 25 and extending eastward to the Juan Tabo Boulevard-Interstate 40 interchange for a total corridor distance of about 12.9 kilometers or 8.0 miles.

The proposed action addresses the need to relieve increased traffic congestion in the southeast quadrant of Albuquerque with a safe and efficient transportation system that also serves major employment centers including the Albuquerque International Airport, Kirtland Air Force Base, the Kirtland Air Force Base/Veterans Administration Medical Center, and the Lovelace Medical Center.

Alternatives under consideration include (1) the No Build Alternative; (2) the Arterial Alternative; (3) The Expressway Alternative; (4) the Expressway/Arterial Alternative, and (5) the Transit/High-Occupancy Vehicle Alternative.

The No Build Alternative would maintain the existing condition of Gibson Boulevard as a six-lane principal arterial with varying degrees of access control from the Interstate 25/Gibson Boulevard interchange eastward to its existing terminus at Louisiana Boulevard, a distance of approximately 6.4 kilometers or 4.0 miles.

The Arterial Alternative would reconstruct major street intersections, make some minor roadway improvements on Gibson Boulevard from the Interstate 25/Gibson Boulevard interchange to Louisiana Boulevard, and close several existing roadway medians. It would also extend Gibson Boulevard eastward from Louisiana Boulevard to

the Juan Tabo Boulevard/Central Avenue intersection.

The Expressway/Arterial Alternative would upgrade Gibson Boulevard to a high-capacity, high speed, limited access principal arterial with full access limited to major intersections approximately one-half mile apart for its eight mile length.

The Expressway/Arterial Alternative would upgrade Gibson Boulevard to a high-capacity, high-speed, limited-access principal arterial with full access limited to major street intersections approximately one-half mile apart along seven of its eight mile length. For the remaining one-mile segment, between San Mateo Boulevard and Louisiana Boulevard, the Arterial Alternative standards would apply.

The Transit/High-Occupancy Vehicle Alternative would upgrade Gibson Boulevard from Interstate 25 to the Juan Tabo Boulevard/Interstate 40 interchange to a transit/high-occupancy vehicle corridor.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed an interest or are known to have an interest in this proposal. A series of public meetings will be held in Albuquerque, New Mexico beginning in February, 1997. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues and impacts identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the EIS should be directed to 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 supply to this program)

Issued on: February 12, 1997.

Reuben S. Thomas,

Division Administrator, Santa Fe, NM.

[FR Doc. 97-5338 Filed 3-4-97; 8:45 am]

BILLING CODE 4910-22-M

Maritime Administration

[Docket No. M-030]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before May 5, 1997.

FOR FURTHER INFORMATION CONTACT: David Lippold, Division of Capital Assets Management, Office of Ship Financing, Maritime Administration, MAR-533, Room 8122, 400 Seventh Street, S.W., Washington, DC 20590. Telephone (202) 366-5744 or FAX (202) 366-3954. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Capital Construction Fund and Exhibits.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0027.

Form Number: No Maritime Administration form is required; only a format specified in 46 CFR Part 390, "Capital Construction Fund".

Expiration Date of Approval: April 30, 1997.

Summary of Collection of Information: The collection consists of application for a Capital Construction Fund agreement under section 607 of the Merchant Marine Act, 1936 as amended, and annual submissions of appropriate schedules and exhibits. The Capital Construction Fund is a tax deferred ship construction fund that was created to assist owners and operators of U.S.-flag vessels in accumulating the large amount of capital necessary for the modernization and expansion of the U.S. merchant marine. The program encourages construction, reconstruction, or acquisition of vessels through the deferment of Federal income taxes on certain deposits of money or property placed into a CCF.

Need and Use of the Information: The collected information is used by the Maritime Administration to determine an applicant's eligibility to enter into a CCF Agreement.

Description of Respondents: U.S. citizens which own or lease one or more