

With regard to cooling tower sub-alternatives, sub-alternative 2D was selected as the cooling tower option that was both protective of the environment and best supported by economic analyses. This decision regarding cooling tower capacity was reached on the basis of consideration of current regulatory thermal limits for BFN, cooling capacities of the various tower sub-alternatives, computer modeling of the effects of cooling tower options on ability to meet those thermal limits, and estimated amounts and cost of plant derates required for each sub-alternative.

Environmentally Preferred Alternative

TVA has concluded that Alternative 2 is the environmentally preferable alternative. This alternative has the benefits of assuring future power supplies without relying upon fossil fuel generation and its associated environmental impacts, avoiding the environmental impacts resulting from siting and construction of new power generating facilities, and providing an opportunity for decommissioning technology (including more advanced robotics) and the licensing framework to evolve and mature. With regard to sub-alternatives for thermal cooling capacity, cooling towers are operated only as necessary to meet thermal discharge temperature limits. Given TVA's compliance with current thermal limits of the NPDES permit for BFN, and because of the way the plant operates when near the thermal limits, there is no material environmental difference between cooling tower alternatives, and one alternative is not clearly environmentally preferable compared to the other alternatives. Having greater cooling tower capacity would be environmentally preferable in the event of any extraordinary circumstances in which the permit limits could not be maintained.

Environmental Commitments

The FSEIS identifies appropriate measures to minimize or mitigate environmental impacts and these are being adopted here. These measures are generally of two types, i.e., physical changes incorporated during project design, modifications or construction, and programs and environmental controls initiated to meet regulatory standards.

- Mitigation measures to minimize potential air pollutant emissions during construction activities for the new Administration Building, the Modifications Fabrication Building, the dry cask storage facility, and the new cooling tower would be the best

management practices that TVA uses for construction of any new facilities. These would include such measures as wetting ground surfaces as appropriate to reduce fugitive dust, requiring equipment and trucks to be well maintained and tuned for efficient fuel combustion, covering fuels and fueling connections to minimize evaporative losses and requiring contractors to adhere to such policies.

- TVA will confirm the expected levels of impingement and entrainment of fish by monitoring under current 2-unit operation and following return of Unit 1 to service. Although not expected, if based upon these monitoring studies it is determined that the location, design, construction, and capacity of the cooling water intake structure are causing unacceptable environmental impact, TVA will assess reasonable available/achievable technologies, operational measures and restoration measures to further minimize the adverse impact at the BFN site and institute those measures which in consultation with the permitting agencies are determined to be appropriate.

- The archaeological site identified in Spoils Disposal Area 1, along with an adequate buffer zone, would be excluded from the disposal area or Phase II testing would be conducted to confirm the significance of the site.

- TVA will further analyze several options for mitigating the potential noise increase at Paradise Shores prior to accepting the final design for the additional cooling tower from the selected vendor. Options include, but are not limited to: using low noise fans on the new cooling tower; instituting operational instructions to reduce noise; and soliciting other noise reduction options from the cooling tower vendor.

Dated: May 24, 2002.

John A. Scalice,

Chief Nuclear Officer and Executive Vice President, TVA Nuclear.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Request for Extension of a Currently Approved Information Collection

AGENCY: Office of the Secretary, DOT.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35, as amended) the notice announces the Department of Transportation's (DOT) intention to

request an extension to a currently approved information collection.

DATES: Comments on this notice must be received August 19, 2002.

ADDRESSES: Four (4) copies of any comments should be sent to the Pricing and Multilateral Affairs Division (X-43), Office of International Aviation, Office of the Secretary, U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Bernice C. Gray or John H. Kiser, Office of the Secretary, Office of International Aviation, X-43, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2435.

SUPPLEMENTARY INFORMATION:

Title: Tariffs.

OMB Control Number: 2106-0009.

Expiration Date: September 30, 2002.

Type of Request: Extension of a currently approved information collection.

Abstract: Chapter 415 of Title 49 of the United States Code requires that every air carrier and foreign air carrier file with the Department of Transportation (DOT), publish and keep open (*i.e.* post) for public inspection, tariffs showing all "foreign" or international fares, and related charges for air transportation between points served by it, and any other air carrier or foreign air carrier when through services, fares and related charges have been established; and showing, to the extent required by DOT regulations, all classifications, rules, regulations, practices, and services in connection with such air transportation. Once tariffs are filed and approved by DOT, they become a legally binding contract of carriage between carriers and users of foreign air transportation.

Part 221 of the Department's Economic Regulations (14 CFR part 221) sets forth specific technical and substantive requirements governing the filing of tariff material with the DOT Office of International Aviation's Pricing and Multilateral Affairs Division. A carrier initiates an electronic tariff filing whenever it wants to amend an existing tariff for commercial or competitive reasons or when it desires to file a new one. Electronic tariffs filed pursuant to part 221 are used by carriers, computer reservations systems, travel agents, DOT, other government agencies and the general public to determine the prices, rules and related charges for international passenger air transportation. In addition, DOT needs U.S. and foreign air carrier passenger tariff information to monitor

international air commerce, carry out carrier route selections and conduct international negotiations.

New part 293 exempts carriers from their statutory and regulatory duty to file international tariffs in certain specific markets.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with 60 seats or less and 18,000 pounds payload or less that offer on-demand air-taxi service are not required to file such tariffs.

Estimated Total Annual Burden on Respondents: 650,000 hours.

Estimated Number of Respondents: 230; Form(s) 13,340 electronic filings or applications per annum.

Average Annual Burden Hours per Respondent: 2,826 hours.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department'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.

Issued in Washington DC, on June 12, 2002.

John H. Kiser,

Chief, Pricing and Multilateral Affairs Division, Office of International Aviation.

[FR Doc. 02-15284 Filed 6-17-02; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2002-12469]

Merchant Marine Personnel Advisory Committee; Vacancies

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard is seeking applications for appointment to membership on the Merchant Marine Personnel Advisory Committee (MERPAC). MERPAC provides advice and makes recommendations to the Coast Guard on matters related to the training, qualification, licensing, certification, and fitness of seamen serving in the U.S. merchant marine.

DATES: Applications should reach us on or before August 30, 2002.

ADDRESSES: You may request an application form by writing to Commandant (G-MSO-1), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. Please submit applications to the same address.

FOR FURTHER INFORMATION CONTACT: Commander Brian J. Peter, Executive Director of MERPAC, or Mr. Mark C. Gould, Assistant to the Executive Director, telephone 202-267-0229, fax 202-267-4570.

SUPPLEMENTARY INFORMATION: This notice and an application form are available on the Internet at <http://dms.dot.gov>. The application form is also available on the Internet at <http://www.uscg.mil/hq/g-m/advisory/index.htm>. You may also obtain an application by calling Mr. Mark Gould at (202) 267-0229; by e-mailing him at mgould@comdt.uscg.mil; by faxing him at (202) 267-4570; or by writing him at the location in **ADDRESSES** above.

MERPAC is chartered under the Federal Advisory Committee Act, 5 U.S.C. App. 2. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection, on matters of concern to seamen serving in our merchant marine, such as implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), as amended, and activities of regional examination centers.

MERPAC meets at least twice a year, once at or near Coast Guard Headquarters, Washington, DC, and once elsewhere in the country. Its subcommittees and working groups may also meet to consider specific tasks as required.

The Coast Guard will consider applications for seven positions that expire or become vacant in January 2003. It needs applicants with one or more of the following backgrounds to fill the positions:

- (a) Licensed deck officer;
- (b) Managerial employee of a shipping company;
- (c) Licensed engineer;
- (d) Member of the public;
- (e) Unlicensed member of the engine department; and
- (f) Two marine educators.

Each member serves for a term of three years. No member may serve more than two consecutive three-year terms. MERPAC members serve without compensation from the Federal Government; however, they do receive travel reimbursement and per diem.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and members of minority groups.

If you are selected as a member who represents the general public, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act [5 U.S.C. 552a].

Dated: June 10, 2002.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 02-15228 Filed 6-17-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request to Release Airport Property at the Cheyenne Airport, Cheyenne, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release airport property.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land at Cheyenne Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before July 18, 2002.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Alan Wiechmann, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, DEN-600, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Mr. Gerald K. Olson, Director of Aviation, Cheyenne Airport, 200 East 8th Avenue, Cheyenne, Wyoming 82003-2210.

FOR FURTHER INFORMATION CONTACT: Mr. Phillip J. Braden, Community Planner, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, Colorado 80249-6361.