

proposed measures reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration,  
National Headquarters, Community  
Environmental Needs Division, 800  
Independence Avenue, SW Room  
621, Washington, DC 20591.  
Federal Aviation Administration,  
Western-Pacific Region, 15000  
Aviation Boulevard, Room 3012,  
Hawthorne, CA, 90261.  
Williams Gateway Airport Authority,  
5835 South Sossman Road, Mesa,  
AZ 85212-0919.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on  
February 20, 2001.

**Herman C. Bliss,**  
*Manager, Airports Division, Western-Pacific  
Region, AWP-600.*

[FR Doc. 01-5028 Filed 3-1-01; 8:45 am]

**BILLING CODE 4940-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at Fort Worth Meacham International Airport

**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 Fort Worth Meacham International 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 March 16, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered

to the FAA at the following address: Mr. Mike Nicely, Manager, Federal Aviation Administration, Southwest Region, Airports Division, Texas Airports Development Office, Fort Worth, Texas 76193-0650.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Lisa Pyles, Aviation Director, City of Fort Worth at the following address: Fort Worth Meacham International Airport, Aviation Department, 4201 North Main Street, Suite 200, Fort Worth, Texas 76106-2749.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mike Nicely, Federal Aviation Administration, TEXAS Airports Development Office, ASW-650, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0650.

The request to release property may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at the Fort Worth Meacham International Airport under the provisions of the AIR-21.

On February 12, 2001, the FAA determined that the request to release property at Fort Worth Meacham International Airport submitted by the city of Fort Worth met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than April 12, 2001.

The following is a brief overview of the request: The city of Fort Worth requests the release of 3.25 acres of airport property. The release of property will allow for the construction of a new intersection of North Main Street and the extension of Meacham Boulevard. The fair market value of the land to be released is estimated to provide \$250,000 to Aviation Fund for airfield improvement projects.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Fort Worth Meacham International Airport.

Issued in Fort Worth, Texas on February 12, 2001.

**Naomi L. Saunders,**  
*Manager, Airports Division.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee: General Aviation and Business Airplane and General Aviation Operations Issues

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

**ACTION:** Notice of establishment of the General Aviation Certification and Operations Issues, Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of the decision to combine activities of General Aviation and Business Airplanes with General Aviation Operations. The activities are retitled General Aviation Certification and Operations. This notice informs the public of the decision to consolidate these ARAC activities.

**FOR FURTHER INFORMATION CONTACT:** Mike Dahl, Federal Aviation Administration, Central Region Headquarters, 901 Locust, Kansas City, Missouri 64106, Telephone: (816) 329-4110, FAX (816) 329-4090, or e-mail, [mike.dahl@faa.gov](mailto:mike.dahl@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On January 14, 1991, the Federal Aviation Administration (FAA) announced the establishment of the Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991). The committee held its first meeting at Baltimore, MD, on May 23, 1991 (56 FR 20492, May 3, 1991). At that meeting the Aviation Rulemaking Advisory committee accepted General Aviation and Business Airplanes (GABA) as an issue on which it would provide advice and recommendations to the FAA regarding the airworthiness standards for small general aviation and business airplanes. Later that year, the FAA published notice of ARAC's acceptance of activities concerning General Aviation Operations (56 FR 199; October 15, 1991). Under this issue, ARAC would provide advice and recommendations to the FAA on activities concerning operation of general aviation aircraft. The FAA does not anticipate a change in the range of activities as a result of the consolidation of these issues. The decision to combine the two issues should result in more efficient use of resources and ensure that decisions concerning certification and operation of small airplanes are consistently applied. General Aviation Certification and Operations will continue to address those issues, as well as FAA/JAA harmonization issues.

The leadership and operating procedures for General Aviation Certification and Operations will be similar to the current structure, except there will be Co-Assistant Executive Directors with respective alternates working within respective areas of expertise.

Recommendations concerning General Aviation Certification and Operations may include reports, proposed rules, and guidance and advisory materials and should be harmonized to the maximum extent practicable. The ARAC may choose to establish working groups to provide technical support in carrying out the tasks assigned.

### Participation

The Aviation Rulemaking Advisory Committee on General Aviation Certification and Operations is composed of representatives from organizations who have interest in and can provide the technical expertise needed to develop recommendations on tasks assigned by the FAA. ARAC Members who previously expressed interest in and support activities concerning General Aviation and Business Airplanes or General Aviation Operations and any other members who are now interested in supporting General Aviation Certification and Operations are asked to validate your interest by contacting the person listed under the **FOR FURTHER INFORMATION CONTACT**. All requests for validation and participation must be received no later than March 30, 2001. The Assistant Chairs and Assistant Executive Directors will review the requests and advise the individuals whether or not their request will be accommodated.

Organizations chosen to support General Aviation Certification and Operations are expected to provide a primary representative who will represent that segment of the aviation industry/community and actively participate in activities associated with this issue. Member organizations are expected to support the activities of this issue area to ensure assigned deadlines are met.

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

Meetings of ARAC on General Aviation Certification and Operations will be open to the public. The FAA will make a public announcement of each ARAC meeting on this issue.

Issued in Washington, DC on February 27, 2001.

**Anthony F. Fazio,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 01-5140 Filed 3-1-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee: Emergency Evacuation Issues

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

**ACTION:** Notice of establishment of the Occupant Safety Issues, Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given that the issue of Emergency Evacuation has been changed to Occupant Safety to reflect a broader range of rulemaking activity that may be considered by the Aviation Rulemaking Advisory Committee. This notice informs the public of the change in scope for this ARAC activity.

**FOR FURTHER INFORMATION CONTACT:** John McGraw, Federal Aviation Administration, Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW., Renton, Washington 98055, (425) 227-2111, FAX (425) 227-1320, or E-Mail, [john.mcgraw@faa.gov](mailto:john.mcgraw@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### Background

On January 14, 1991, the Federal Aviation Administration (FAA) announced the establishment of the Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991). The committee held its first meeting at Baltimore, MD, on May 23, 1991 (56 FR 20492, May 3, 1991). At that meeting the Aviation Rulemaking Advisory Committee accepted Emergency Evacuation as an issue on which it would provide advice and recommendations to the FAA. With respect to this issue, the Aviation Rulemaking Advisory Committee would provide advice and recommendations on enhancing the ability of passengers to quickly and safely evacuate an aircraft in an emergency.

The Aviation Rulemaking Advisory Committee has provided several recommendations on issues involving Emergency Evacuation, and the FAA has determined it appropriate to now expand activities of this issue to include tasks associated with occupant safety and protection. As such, the name has

been changed to reflect this broader scope. The Aviation Rulemaking Advisory Committee on Occupant Safety will provide advice and recommendations to the FAA and Joint Aviation Authorities (JAA) on a range of rulemaking activities concerning occupant safety and protection and emergency evacuation. Recommendations should consider harmonizing Federal Aviation Regulations and guidance material with Joint Aviation Requirements and advisory circulars joint.

The leadership and operating procedures for Occupant Safety will be similar to that which supported activities concerning Emergency Evacuation and consistent with the terms of the ARAC charter.

Recommendations concerning Occupant Safety may include reports, proposed rules, and guidance and advisory materials and should be harmonized to the maximum extent practicable. The ARAC may choose to establish working groups to provide technical support in carrying out the tasks assigned.

### Participation

The ARAC Occupant Safety issues area is composed of representatives from organizations who have interest in and can provide the technical expertise needed to develop recommendations on tasks assigned by the FAA. ARAC members who previously expressed interest in and support activities concerning Emergency Evacuation and members who are now interested in supporting Occupant Safety are asked to validate your interest by contacting the person listed under the caption **FOR FURTHER INFORMATION CONTACT**. All requests for validation and participation must be received no later than March 30, 2001. The Assistant Chair and Assistant Executive Director for Occupant Safety Issues will review the requests and advise the individuals whether or not their request will be accommodated.

Organizations chosen to support Occupant Safety are expected to provide a primary representative who will represent that segment of the aviation industry/community and actively participate in activities associated with this issue. Member organizations are expected to support the actions of this issue area to ensure that deadlines are met.

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