

Telephone: (301) 725-3620. The request to release airport property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

The following is a brief overview of the request:

County of San Diego requested the release of two parcels of land, approximately four acres, of airport property at Fallbrook Community Airpark, Fallbrook, California, from surplus property agreement obligations. The purpose of the release is to permit the sale of the property to San Diego County Roads Division for non-aviation uses. San Diego County Roads Division proposes to use the property for widening the Mission Road from two lanes to four lanes to improve the traffic flow in the Fallbrook area. The net proceeds will be utilized for airport improvements.

Issued in Hawthorne, California, on February 7, 2001.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Shafter Airport, Shafter, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of approximately 44.70 acres of land at Shafter Airport, Shafter, California, from all restrictions of the surplus property agreement to facilitate an exchange for approximately 30.34 acres of land adjacent to the said airport. The land being released will be used for agricultural purposes.

DATES: Comments must be received on or before March 22, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation

Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Herman Ruddell, Airport Director, Shafter Airport, at the following address: 201 Aviation Street, Shafter, CA 93263.

FOR FURTHER INFORMATION CONTACT: Mr. Ellsworth Chan, Manager, Safety & Standards Branch, AWP-620, 15000 Aviation Blvd., Lawndale, CA 90261, Telephone: (310) 725-3620. The request to release airport property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

The following is a brief overview of the request:

Minter Field Airport District requested the release of approximately 44.70 acres of airport property at Shafter Airport, Shafter, California, from surplus property agreement obligations. The purpose of the release is to permit the property to be exchanged for a 30.45 acres private parcel adjacent to the airport. The land being released will be used for agricultural purposes. The fair market values for the two parcels are approximately the same.

Issued in Hawthorne, California, on February 7, 2001.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

High Density Traffic Airports; Slot Allocation and Transfer Method

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Statement of policy.

SUMMARY: This action extends and modifies the temporary policy issued on November 11, 2000, regarding the minimum slot usage requirement for slots and slot exemptions at LaGuardia Airport for the winter season. This policy is extended through September 14, 2001. This extension coincides with the effective period of the AIR-21 slot

exemption allocation as a result of the lottery held on December 4, 2000. Also, the FAA amends the policy to permit the temporary turn-in of AIR-21 slot exemptions for weekend frequencies only. The extension of this policy will continue to assist carriers in addressing operational issues at LaGuardia Airport during this period by allowing limited flexibility of the slot usage requirement. **EFFECTIVE DATES:** Effective May 1, 2001.

FOR FURTHER INFORMATION CONTACT: Lorelei D. Peter, Office of the Chief Counsel, AGC-230, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-3073.

SUPPLEMENTARY INFORMATION

Background

On November 17, 2000, the FAA published in the **Federal Register** a statement of policy addressing the slot usage requirement at LaGuardia Airport given the current operating environment (65 FR 69601). This policy was necessary to address the level of delay that aircraft operating at LaGuardia were experiencing as a result of the increased number of operations pursuant to the "Wendell H. Ford Aviation Investment and Reform Act of the 21st Century" ("AIR 21"), enacted on April 5, 2000. As a result of AIR-21, air carriers meeting specified criteria could obtain new slot exemptions at New York's LaGuardia Airport (LaGuardia) and John F. Kennedy International Airport (JFK), Chicago's O'Hare International Airport (O'Hare) and Washington DC's Ronald Reagan Washington National Airport (National). Subsequent to this legislation, the Department of Transportation (Department) issued eight orders establishing procedures for the processing of various applications. The policy statement addressed all operations at LaGuardia, including those authorized under Order 2000-4-11 (La Guardia—Exemptions for air service to small and nonhub airports—limited to aircraft with a seating capacity of less than 71) and Order 2000-4-10 (LaGuardia—Exemptions for new entrant and limited incumbent air carriers).

As a result of the operational environment at LaGuardia, the FAA conducted a lottery of AIR-21 slot exemptions on December 4, 2000. Through this lottery, the FAA reallocated 159 exemption slots among the 13 participating carriers. (This is an increase of approximately 15 percent over pre-AIR-21 operations.) The slot exemptions reallocated by the lottery will remain in effect until September 15, 2001, when a permanent demand