

**DEPARTMENT OF TRANSPORTATION****Office of the Secretary****Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review**

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for renewal and comment. The ICR describes the nature of the information collection and its expected cost and burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 12, 2000 [FR 65, page 55072]. No comments were received.

**DATES:** Comments must be submitted on or before February 12, 2001, to: Attention DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Delores King, Air Carrier Fitness Division, X-56, Office of Aviation Analysis; Office of the Secretary; US Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0002. Telephone (202) 366-2343.

**SUPPLEMENTARY INFORMATION:**

Office of the Secretary (OST).  
*Title:* Aircraft Accident Liability Insurance.

*OMB Control Number:* 2106-0030.

*Affected Public:* All US and foreign direct air carriers must have accident liability insurance coverage to obtain or exercise authority to operate aircraft in interstate or foreign service.

*Annual Estimated Burden:* 2762.5 hours.

*Comments are invited on:* 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; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and 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 January 8, 2001.

**Michael Robinson,**

*Information Resource Management, United States Department of Transportation.*

[FR Doc. 01-1096 Filed 1-11-01; 8:45 am]

**BILLING CODE 4910-62-P**

**DEPARTMENT OF TRANSPORTATION****Coast Guard**

[CGD08-00-036]

**Houston/Galveston Navigation Safety Advisory Committee Meeting**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) and its working committees will meet to discuss waterway improvements, aids to navigation, Houston/Galveston-area projects impacting safety on the Houston Ship Channel, and various other navigation safety matters in the Houston/Galveston area. All meetings will be open to the public.

**DATES:** The next meeting of HOGANSAC will be held on Thursday, January 25, 2001 from 9 a.m. to approximately 12 p.m. The meeting of the Committee's working groups will be held on Thursday, January 11, 2001 at 9 a.m.

**ADDRESSES:** The full Committee meeting will be held in the boardroom of the Port of Houston Authority. The Port building is located at 111 East Loop North, Houston, Texas. The working group meeting will be held in the offices of the Galveston/Texas City Pilots, 1301 Pelican Island No. 2, Galveston, Texas.

**FOR FURTHER INFORMATION CONTACT:**

Captain Wayne Gusman, Executive Director of HOGANSAC, telephone (713) 671-5199, or Commander Peter Simons, Executive Secretary of HOGANSAC, telephone (713) 671-5164.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

**Agendas of the Meetings****Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC)**

The tentative agenda includes the following:

(1) Opening remarks by the Committee Sponsor (RADM Pluta) (or the Committee Sponsor's representative), Executive Director (CAPT Gusman) and Chairman (Tim Leitzell).

(2) Approval of the September 12, 2000 minutes.

- (3) Old Business
  - (a) Dredging projects.
  - (b) Barge lanes.
  - (c) Electronic navigation.
  - (d) AtoN Knockdown Working Group.
  - (e) Facility Information Guide.
  - (f) Recreational boater education initiative.
- (4) New Business.
  - (a) State of the Waterway address.
  - (b) Update of Port Hurricane Readiness Plan.

**Working Committee Meeting**

The tentative agenda for the working committee meeting includes the following:

(1) Presentation by each work group of its accomplishments and plans for the future.

(2) Review and discuss the work completed by each work group. Work groups were formed to examine the following issues: hurricane contingency plan, PORTS funding/TCOON operability, dredging and related issues, barge lanes, electronic navigation systems, port emergency communications committee/internet site, AtoN knockdowns, VTS radio frequency congestion. All work groups may not necessarily report out at this session. Further, work group reports may not necessarily include discussions on all issues within the particular work group's area of responsibility. All meetings are open to the public. Please note that the meetings may adjourn early if all business is finished. Members of the public may make presentations, oral or written, at either meeting.

**Information on Services for the Handicapped**

For information on facilities or services for the handicapped or to request special assistance at the meetings, contact the Executive Director or Executive Secretary.

Dated: 21 December 2000.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.*

[FR Doc. 01-1095 Filed 1-11-01; 8:45 am]

**BILLING CODE 4910-15-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Commercial Routes for the Grand Canyon National Park Special Flight Rules Area**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; extension of comment period.

**SUMMARY:** This notice extends the comment period on a notice of availability published December 13, 2000, (65 FR 78072) on commercial routes for the Grand Canyon National Park (GCNP) Special Flight Rules Area (SFRA). The commercial routes were not published in the **Federal Register** because they are on very large and very detailed charts, but were available from the FAA by request. The modifications in the routes are related to safety concerns identified by air tour operators and evaluated by the Federal Aviation Administration (FAA). With this notice, the FAA extends the comment period on the modifications of these routes, until January 26, 2001, so that interested persons who were unable to comment on the routes due to the holiday season may do so.

**DATES:** Comments must be received on or before January 26, 2001.

**ADDRESSES:** Comments on the proposed commercial air tour routes may be delivered or mailed, in duplicate to: Federal Aviation Administration, Attention: Gary Davis, Air Transportation Division, Flight Standards Service, AFS-201, Rm 831, 800 Independence Avenue SW., Washington, DC 20591. Comments also may be faxed to Mr. Davis at 202-267-5229. Comments may be examined at the above address between 9 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Howard Nesbitt, Special Assistant for National Parks, Flight Standards Service, 800 Independence Avenue SW., Washington, DC 20591, Telephone (202) 493-4981.

**SUPPLEMENTARY INFORMATION:** The FAA did not publish the commercial routes in the original notice of availability in the **Federal Register** because they are on very large and very detailed charts that would not publish well in the **Federal Register**. You may obtain a copy of the commercial routes by contacting Denise Cashmere at (202) 267-3717, by faxing a request to (202) 267-5229, or by sending a request in writing to the Federal Aviation Administration, Air Transportation Division, AFS-200, 800 Independence Avenue SW., Washington, DC 20591. You may comment on the suggested route modifications as you desire, but you must identify that you are commenting on the commercial routes for Grand Canyon National Park. The FAA will consider all comments received on or before January 26, 2001. The FAA will

consider late-filed comments to the extent practicable.

### History

On April 4, 2000, the Federal Aviation Administration published two final rules, the Modification of the Dimensions of the Grand Canyon National Park Special Flight Rules Area and Flight Free Zones (Air Space Modification), and the Commercial Air Tour Limitation in the Grand Canyon National Park Special Flight Rules Area (Commercial Air Tour Limitation). See 65 FR 17736; 65 FR 17708; April 4, 2000. The FAA also simultaneously published a notice of availability of Commercial Routes for the Grand Canyon National Park (Routes Notice). See 65 FR 17698, April 4, 2000. The Commercial Air Tour Limitations final rule became effective on May 4, 2000. The Air Space Modification final rule and the routes set forth in the Routes Notice were scheduled to become effective December 1, 2000. The effective date of the Air Space Modification final rule and the new routes was extended to provide the air tour operators ample opportunity to train on the new route system during the non-tour season. The Final Supplemental Environmental Assessment for Special Flight Rules in the Vicinity of Grand Canyon National Park (SEA) was completed on February 22, 2000, and the Finding of No Significant Impact was issued on February 25, 2000.

On May 8, 2000, The United States Air Tour Association (USATA) and seven air tour operators (hereinafter collectively referred to as the Air Tour Providers) filed a petition for review of the two final rules before the United States Court of Appeals for the District of Columbia Circuit. The FAA, the Department of Transportation, the Department of Interior, the National Park Service (NPS) and various federal officials were named as respondents in this action. On May 30, 2000, the Air Tour Providers filed a motion for stay pending review before the Court of Appeals. The federal respondents in this case filed a motion for summary denial on grounds that petitioners had not exhausted their administrative remedies. The Court granted the federal respondents summary denial on July 19, 2000. The Grand Canyon Trust, the National Parks and Conservation Association, the Sierra Club, the Wilderness Society, Friends of the Grand Canyon and Grand Canyon River Guides, Inc. (hereinafter will be collectively referred to as The Trust) filed a petition for review of the same rules on May 22, 2000. The Court, by

motion of the federal respondents, consolidated that case with that of the Air Tour Providers. The Hualapai Indian Tribe of Arizona filed a motion to intervene in the Air Tour Providers petition for review on June 23, 2000. The Court granted that motion on July 19, 2000.

On July 31, 2000, the Air Tour Providers filed a motion for stay before the FAA. Both the Hualapai Indian Tribe and the Trust filed oppositions to the Air Tour Providers' stay motion. On October 11, 2000, (65 FR 60352) the FAA published a disposition of the stay request, denying the stay. On October 25, 2000, the Air Tour Providers filed a Motion for Stay and Emergency Relief Pending Review of an Agency Order with the Court of Appeals. The federal respondents filed their Opposition to Petitioner's Motion for Stay Pending Review and Notification of Administrative Stay of Route and Airspace Rules on November 2, 2000. The FAA then issued an administrative stay of the routes and airspace until December 28, 2000, so that it could further investigate some new safety allegations raised by the Air Tour Providers during the course of litigation (65 FR 69846 and 65 FR 69848; November 20, 2000). On December 28, 2000, the FAA delayed implementation of changes in the airspace for GCNP SFRA until April 1, 2001, pending resolution of safety issues in the east end of GCNP. A companion document delayed implementation of the new route structure also until April 1, 2001. On December 13, 2000, the FAA published a new Notice of Availability to the Commercial Routes in the Grand Canyon National Park Special Flight Rules Area suggesting some route modifications on the east end to address the concerns raised by the air tour operators (65 FR 78072). The comment period to this Notice expires on January 12, 2001.

### Discussion

In response to the Notice of Availability published December 13, 2000, the FAA has received a request from the United States Air Tour Association (USATA) to extend the comment period for 30-60 days. USATA states that "air tour providers are currently reviewing the proposed route structure and early indications from them are that they still have some significant and substantial concerns with the new routes." However, USATA states that "due to the inevitable disruptions due to the holidays, vacations and the inability of the air tour operators to yet be able to work closely with the Flight Standards

District Office in Las Vegas and actually fly the proposed routes, a full, fair, complete and objective evaluation simply is not possible by the January 12, 2001 deadline.”

The FAA is very interested in receiving the air tour operators' comments to the Notice of Availability and welcomes the operators' interest in aviation safety. Thus, the FAA is extending the comment period to the Notice of Availability until January 26, 2001. The FAA believes that this extension accounts for the time lost due to the holidays and provides the air tour operators with two additional weeks to complete any route reviews and prepare written comments. Given that the suggested route modifications were not extensive (and in fact the modification to the Dragon Corridor reverts the turnaround back to its present location), the FAA believes the additional 15–45 days requested by the air tour operators is unnecessary.

Issued in Washington, DC on January 8, 2001.

**Gregory L. Michael,**

*Acting Director, Flight Standards Service.*

[FR Doc. 01–1066 Filed 1–9–01; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **RTCA Special Committee 186; Automatic Dependent Surveillance— Broadcast (ADS-B)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)–186 meeting to be held February 5–8, 2001, starting at 9 a.m. The meeting will be held at the Sheraton Four Points Barcelo Hotel, 10220 North Metro Parkway East, Phoenix, AZ 85051.

The agenda will include: February 5: Working Group (WG)–4, Airborne Separation Assurance (ASA) Minimum Aviation System Performance Standards (MASPS); February 6, 7: WG–1, Operations and Implementation; WG–4, ASA MASPS; February 8: Plenary Session: (1) Welcome and Introductory Remarks; (2) Review of Meeting Agenda; (3) Review and Approval of the Previous Meeting Minutes, RTCA Paper No. 394–00/SC186–175; (4) Briefing—FAA ADS–B “Big Picture” Roadmap; (5) Briefing—ASDE–X Program; (6) Briefing—OCG–3 Memphis Op Eval–PM Status and Plans; (7) Briefing—DOD Requirements Process; (8) Eurocae WG–51 Status Report; (9) SC–186 Activity Reports for the following Working Groups: (a) WG–

1, Operations & Implementation; (b) WG–2, Traffic Information Services—Broadcast (TIS–B); (c) WG–3, 1090 MHz Minimum Operational Performance Standards (MOPS); (d) WG–4, Application Technical Requirements; (e) WG–5, Universal Access Transceiver (UAT) MOPS; (f) Ad Hoc MASPS Working Group (DO–242); (10) Review Action Items/Work Program; (11) Other Business; (12) Date and Location of Next Meeting; (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833–9339 (phone); (202) 833–9434 (fax); or the on-site contact, Greg Stayton at (602) 436–1234 (phone), (602) 436–5500 (fax) or *greg.stayton@1-3com.com* (email). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 3, 2001.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 01–1094 Filed 1–11–01; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **[Policy Statement Number ACE–00– 23.1155–01]**

#### **Issuance of Policy Memorandum, In- Flight Operation of Propellers at Pitch Settings Below the Flight Regime for 14 CFR Part 23/CAR 3 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of policy statement.

**SUMMARY:** This document announces an FAA general statement of policy for certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with propeller beta mode pitch settings.

**FOR FURTHER INFORMATION CONTACT:** Randy Griffith, Federal Aviation Administration, Small Airplane Directorate, Regulations and Policy Branch, ACE–111, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329–4126; fax (816) 329–4090; email: <*randy.griffith@faa.gov*>.

**SUPPLEMENTARY INFORMATION:**

### Background

This notice announces the following policy statement, ACE–00–23.1155–01. The purpose of this statement is to address certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with propeller beta mode pitch settings.

### What Is the General Effect of This Policy?

The FAA is presenting this information as a set of guidelines suitable for use. However, we do not intend that this policy set up a binding norm; it does not form a new regulation and the FAA would not apply or rely on it as a regulation.

The FAA Aircraft Certification Offices (ACO's) and Flight Standards District Offices (FSDO's) that certify changes in type design and approve alterations in normal, utility, and acrobatic category airplanes should try to follow this policy when appropriate. Applicants should expect the certifying officials would consider this information when making findings of compliance.

As with all advisory material, this statement of policy identifies one way, but not the only way, of compliance.

### General Discussion of Comments

#### *Has FAA Taken Any Action to This Point?*

We issued a notice of policy statement, request for comments. This proposed policy appeared in the **Federal Register** on September 1, 2000 (65 FR 53340) and the public comment period closed October 2, 2000.

#### *Was the Public Invited To Comment?*

The FAA encouraged interested people to join in making this proposed policy. We received comments from 5 different commenters. Commenters included manufacturers and aviation regulatory authorities.

Two commenters did not provide recommendations specific to the policy. The first agreed with the content. The second provided information and safety concerns on the possible rulemaking discussed in the background to the policy. We have noted the second's comment, which will be considered if we determine that rulemaking should be pursued.

Two commenters recommended that FAA consider for part 23 the material that was recently prepared for 14 CFR part 25 under the Powerplant Installation Harmonization Working Group (PPIHWG), as the same risks and considerations apply. We disagree that the same risks and considerations for part 25 airplanes directly relate to part