

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]

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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]

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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