

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Manchester Airport, Manchester, NH**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before February 16, 2001.

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

Priscilla Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Kevin Dillon, Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Manchester under section 158.23 of part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803 (781) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Manchester Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law

101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 28, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Manchester was substantially complete within the requirements of section 158.25 of part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than April 6, 2001.

The following is a brief overview of the impose and use application.

PFC Project #: 01-09-C-00-MHT.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 2017.

Estimated charge expiration date: June 1, 2017.

Estimated total net PFC revenue: \$700,000.

Brief description of project: Acquire Airport Rescue and Fire Fighting Vehicle.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO).

Any person may inspect the application 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 Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Issued in Burlington, Massachusetts on January 2, 2001.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 01-1283 Filed 1-16-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Policy Statement Number ACE-00-23.777-01]

Proposed Issuance of Policy Memorandum, Automatic Pilot (Control Wheel Steering) Applications for Part 23/CAR 3 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of policy statement; request for comments.

SUMMARY: This document proposes to adopt new policy for certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with automatic pilot (autopilot) (control wheel steering) applications.

DATES: Comments sent must be received by February 16, 2001.

ADDRESSES: Send all comments on this proposed policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT:

Sending comments: Bill Marshall, Federal Aviation Administration (FAA), Small Airplane Directorate, Regulations and Policy Branch, ACE-111, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4116; fax (816) 329-4090; email: <Bill.Marshall@faa.gov>.

Asking technical questions: Jon Hannan, FAA, Small Airplane Directorate, Regulations and Policy Branch, ACE-111, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4127; fax (816) 329-4090; email: <Jon.Hannan@faa.gov>.

SUPPLEMENTARY INFORMATION:**Comments Invited**

How do I comment on the proposed policy? We invite your comments on this proposed policy statement, ACE-00-23.777-01. You may send whatever written data, views, or arguments you choose. We will consider all comments received by the closing date. We may change the proposals contained in this notice because of the comments received.

Please send comments using the following Internet address: Bill.Marshall@faa.gov. Comments sent using the Internet must contain "Comments to Policy Statement ACE-00-23.777-01" in the subject line. Writers should format in Microsoft Word 97 or ASCII any file attachments that are sent using the Internet.

Send comments using the following format:

- Organize comments issue-by-issue. For example, discuss a comment about the automatic pilot control panel and a comment about primary flight controls as two separate issues.

- For each issue, state what specific change you are requesting to the proposed policy memorandum.

- Include justification (for example, reasons or data) for each request. If sending your comments using the Internet will cause you extreme hardship, you may send comments using the U.S. Mail, overnight delivery, or facsimile machine. You should mark your comments, "Comments to Policy Statement ACE-00-23.777-01" and send two copies to the above address in the section "**FOR FURTHER INFORMATION CONTACT:** Sending comments."

What would be the general effect of this proposed policy? The FAA is

presenting this information as a set of guidelines suitable for use. However, we do not intend for this proposed policy to become 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. Also, as with all advisory material, this statement of policy identifies one means, but not the only means, of compliance.

Because this proposed general statement of policy only announces what the FAA seeks to establish as policy, the FAA considers it to be an issue for which public comment is appropriate. Therefore, the FAA requests comments on the following proposed general statement of policy relevant to compliance with § 23.777 of the Federal Aviation Regulations (14 CFR 23.777), and other related regulations.

Background

How does part 23 address the automatic pilot (autopilot) and control wheel steering? The guidance on autopilots used in part 23 airplanes does not specifically address Control Wheel Steering (CWS). Before 1996, CWS was a term used by industry to describe a momentary autopilot interrupt mode. Holding the CWS switch depressed temporarily disconnected the autopilot pitch and roll servos so the airplane could be maneuvered. When the CWS switch was released, the autopilot servos would reengage in the same mode as previously selected.

One minor exception was where an autopilot dropped the vertical axis from the reengagement. But in no case was there a change to a mode that had not been selected.

What recent developments have led to this proposed policy? More recently, there have been some autopilots certificated that could be engaged from a CWS mode switch on the primary flight controls. Additionally, some autopilots were certificated that changed modes from what had been previously selected by depressing the CWS switch.

In some cases, these two installations could lead to inadvertent autopilot engagement or mode changes during critical phases of flight such as liftoff, approach, and landing flare. Inadvertent operation could then lead to confusion and a misperception of a flight control

problem or an unintended loss of approach coupling.

Although not specifically pertinent to autopilot controls, § 23.777 of the Federal Aviation Regulations (14 CFR 23.777) requires that each cockpit control "be located . . . to provide convenient operation and to prevent confusion and inadvertent operation."

The Proposed Policy

In order to comply with the intent of § 23.777 of the Federal Aviation Regulations (14 CFR 23.777) as applicable to automatic pilots (autopilots) installed in part 23 airplanes, autopilots should be evaluated in accordance with the following:

Note: These characteristics are not applicable to "go around" mode switches which are allowed on throttles.

- The automatic pilot (autopilot) should not be engaged from a switch on the primary flight controls, unless that switch is protected so inadvertent engagement is not possible. Guards covering the switch, which can be moved to provide access to the switch, may be acceptable in some cases.
- Mode changes should not be made by using a switch on the primary flight controls unless some reliable means is provided to prevent unsafe conditions caused by inadvertent mode changes. Refer to § 23.1329(h) of the Federal Aviation Regulations (14 CFR 23.1329(h)).
- The autopilot disengage button should be the color red and be of different design from nearby switches so it is distinguishable by touch.

Issued in Kansas City, Missouri on January 2, 2001.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-1276 Filed 1-16-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2001-8669]

Crowley Maritime Corporation; Notice of Application for Written Permission Under Section 805(a) of the Merchant Marine Act, 1936, as Amended

AGENCY: Maritime Administration, Transportation.

ACTION: Notice of Application.

SUMMARY: Crowley Maritime Corporation (Crowley), by letter dated January 4, 2001, requests written permission under section 805(a) of the

Merchant Marine Act, 1936, as amended (Act), to allow Marine Transport Corporation's (MTC) vessels CHEMICAL EXPLORER and CHEMICAL TRADER to continue to receive operating-differential subsidy (ODS) after MTC becomes a subsidiary of Crowley. This section 805(a) permission is necessary for these vessels to continue to receive ODS because Crowley, through its subsidiaries, owns and operates vessels engaged in the domestic inter-coastal or coastwise service.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than close of business (5 p.m. est) on January 31, 2001.

ADDRESSES: Your comments should refer to docket number MARAD-2001-8669. You may submit your comments in writing to: Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 7th Street, SW, Washington, DC 20590. You may also submit them electronically via the internet at <http://dmses.dot.gov/submit/>. You may call Docket Management at (202) 366-9324 and visit the Docket Room from 10 a.m. to 5 p.m., EST., Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: You may call Edmond J. Fitzgerald, Director, Office of Insurance and Shipping Analysis, (202) 366-2400. You may send mail to Edmond J. Fitzgerald, Director, Office of Insurance and Shipping Analysis, Room 8117, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Comments

How Do I Prepare and Submit Comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number of this document in your comments. We encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments. Please submit two copies of your comments, including the attachments, to Docket Management at the address given above under **ADDRESSES**.

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelop containing your comments. Docket