

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.*

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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.

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.