

and Opportunity Act, 66 FR 7837 (2001).

**Robert B. Zoellick,**

*United States Trade Representative.*

[FR Doc. 01-6110 Filed 3-9-01; 8:45 am]

**BILLING CODE 3190-01-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for public comments; Notice of intent of waiver with respect to land.

**SUMMARY:** The FAA is considering a proposal that a portion of airport property (approximately .55 acres) associated with the Manchester Airport, Manchester, New Hampshire is no longer needed for aeronautical use, as shown on the Airport Layout Plan. There appear to be no impacts to the airport by allowing the disposal of the property. The land was conveyed to the City of Manchester, New Hampshire by the United States of America by deed dated June 4, 1975, recorded in Book 2243, Page 378, as described on page 12 of the deed as Tract 13 of Parcel 4 and known as 1001 Harvey Road, Manchester, New Hampshire.

In accordance with Section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** thirty (30) days before modifying the land-use assurance which requires that the property be used for an aeronautical purpose. The purpose of the release of land will allow the City to utilize proceeds for capital development at the Airport.

**DATES:** Comments must be received on or before April 11, 2001.

**FOR FURTHER INFORMATION CONTACT:** Donna R. Witte, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone No. 781-238-7624/Fax 781-238-7608. Documents reflecting the proposed FAA action may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts or the office of the Assistant Director of Aviation, Engineering and Planning at Manchester Airport, Manchester, New Hampshire.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is considering the release of the subject airport property at Manchester Airport, Manchester, New Hampshire in

accordance with Federal Aviation Regulation Part 155. The disposition of proceeds from the disposal of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

Issued in Burlington, Massachusetts on February 23, 2001.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

[FR Doc. 01-6094 Filed 3-9-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activities Under OMB Review

**AGENCY:** Federal Aviation Administration (FAA), 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 Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) requesting extension of the currently approved collections. The ICRs describe the nature of the information collection and the expected burdens. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collections of information was published on 12/28/2000, page 82454.

**DATES:** Comments must be submitted on or before April 11, 2001. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:**

#### Federal Aviation Administration (FAA)

1. *Title:* Federal Aviation Administration, Flight standards Customer Satisfaction Survey.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0568.

*Forms(s):* N/A.

*Affected Public:* Customers of FAA Flight standards Organization: Pilots, aviation maintenance technicians, domestic air operators, corporate flight departments and air agencies.

*Abstract:* The FAA Flight Standards Service proposes to continue to survey customers in keeping with their strategic initiative to improve the quality of their service by anticipating

customer's needs and responding to the public interest. Office managers and staff have used this information to identify where service performance can be improved.

*Estimated Annual Burden Hours:* 8,333 hours annually.

2. *Title:* Certifications and Operations: 14 CFR part 125.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0085.

*Forms(s):* N/A.

*Affected Public:* Operators with airplanes with seating capacity of 20 or more passengers, maximum payload of 6,000 pounds or more, and applying for a FAR part 125 certificate and those with part 125 certificates. The number of respondents is estimated to be 57.

*Abstract:* 14 CFR part 125 will prescribe requirements for leased aircraft, aviation service firms and air travel clubs. Information collected shows compliance and the applicant's eligibility.

*Estimated Annual Burden Hours:* 29,445 hours annually.

3. *Title:* Office of Rulemaking Customer Standards Survey.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0623.

*Forms(s):* N/A.

*Affected Public:* An estimated 325 FAA Office of Rulemaking exemption customers.

*Abstract:* The FAA Office of Rulemaking (ARM) proposes to continue to survey exemption customers on customer standards that were developed and published. The data collected will be analyzed by ARM to determine the quality of services provided by ARM to its exemption customers, and make any changes or improvements to the exemption process.

*Estimated Annual Burden Hours:* 81 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

*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 March 2, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 01-6093 Filed 3-9-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; General Aviation Certification and Operations Issues—New Task

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** The FAA has assigned the Aviation Rulemaking Advisory Committee a new task to develop recommendations for improving occupant protection standards. This notice is to inform the public of this ARAC activity.

**FOR FURTHER INFORMATION CONTACT:** Leslie Taylor, 901 Locust, Kansas City, Missouri 64106, (816) 329-4134, [leslie.b.taylor@faa.gov](mailto:leslie.b.taylor@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA has established the Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities with respect to aviation-related issues.

##### The Task

Review occupant protection standards and recommend rulemaking in the form of a Notice of Proposed Rulemaking (NPRM) to address criteria for improved occupant protection more commonly used on part 23 airplanes and requirements that would improve the safety of part 23 airplanes. The NPRM should include the preamble and rule language, along with any supporting legal analysis.

The following are to be included in the ARAC evaluation:

- Flammability Standards for Seat Fireblocking Provisions,
- Standardization of Emergency Landing Dynamic Conditions,
- Thermal/Acoustic Insulation Flammability,

- Airworthiness Certification of Airplanes Used in Cargo/Passenger Combination Operations,

- Emergency Exit Markings,
- Emergency Exit Access, and
- Electric Cables and Equipment.

*Schedule:* ARAC should forward its recommendations to the FAA within 1 year of task assignment.

##### ARAC Acceptance of Tasks

ARAC accepted the task and assigned the task to the Flammability Standards for Commuter Airplane Seats Working Group, General Aviation Certification and Operations Issues. The working group will serve as staff to ARAC and assist in the analysis of the assigned task. ARAC must review and approve the working group's recommendations. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations. The agency seeks ARAC's advice and recommendations on these important issues. Recommendations that are received from ARAC will be submitted to the agency's Rulemaking Management Council to address the availability of resources and prioritization.

##### Working Group Activity

The Flammability Standards for Commuter Airplane Seats Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan for consideration at the meeting of the ARAC General Aviation Certification and Operations Issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each meeting of the ARAC held to consider ARAC General Aviation Certification and Operations Issues.

##### Participation in the Working Group

The Flammability Standards for Commuter Airplane Seats Working Group is composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should

write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task and stating the expertise he or she would bring to the work group. All requests to participate must be received by March 30, 2001. The requests will be reviewed by the co-assistant chairs, the co-assistant executive directors, and the working group chair. Individuals will be advised whether or not their request can be accommodated.

Individuals chosen for membership on the working group are expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also are expected to devote the resources necessary to support the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure that the proposed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the co-assistant chairs, the co-assistant executive directors, and the working group chair.

The Secretary of Transportation has determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC will be open to the public. Meetings of the Flammability Standards for Commuter Airplane Seats Working Group will not be open to the public, except to the extent that individuals with the interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on March 1, 2001.

**Anthony F. Fazio,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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