

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Forest Rawls (202) 267-8033, or Vanessa Wilkins (202) 267-8029, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on March 7, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petition for Exemption

Docket No.: FAA-2001-8678.

Petitioner: Lufthansa Technik AG.

Section of 14 CFR Affected: 14 CFR 25.785(j).

Description of Relief Sought: To permit installation of an executive interior on a Boeing 737-700IGW airplane without the required "firm handhold" in the passenger cabin.

Disposition of Petitions

Docket No.: FAA-2000-8428.

Petitioner: Delta Air Lines, Inc.

Section of 14 CFR Affected: 14 CFR 25.791(a) and 121.317(a).

Description of Relief Sought/Disposition: To permit Delta to operate its McDonnell Douglas MD-90 aircraft with "No Smoking" signs that always are illuminated.

Grant, 02/26/2001, Exemption No. 6034C

[FR Doc. 01-6099 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air

Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from April 2-5, 2001, from 9 a.m. to 5 p.m. each day.

ADDRESSES: This meeting will be held at the Federal Aviation Administration, Conference Rooms 8ABC, 800 Independence Avenue, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Harrell, Executive Director, ATPAC, Terminal and En Route Procedures Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held April 2 through April 5, 2001, at the Federal Aviation Administration, Conference Rooms 8ABC, 800 Independence Avenue, SW., Washington, DC.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than March 26, 2001. The next quarterly meeting of the FAA ATPAC is planned to be held from July 9-12, 2001, in San Francisco, California.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on February 28, 2001.

Eric Harrell,

Executive Director, Air Traffic, Procedures Advisory Committee.

[FR Doc. 01-6097 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Program Management Committee

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 Program Management Committee meeting to be held March 27, 2001, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Welcome and Introductory Remarks; (2) Review Meeting Agenda; (3) Review Previous Meeting Minutes; (4) Publication Consideration/Approval: (a) Final Draft, Minimum Aviation System Performance Standards (MASPS) for Flight Information Service Broadcast (FIS-B) Data Link, RTCA Paper No. 040-01/PMC-129, prepared by SC-195; (b) Final Draft, Concept of Operations, Night Vision Imaging System for Civil Operators, RTCA Paper No. 47-01/PMC-131, prepared by SC-196; (5) Discussion: (a) Special Committee 194, Air Traffic Data Link Implementation: Status Report; (b) Special Committee 198, NEXCOM: Status Report; (c) Special Committee 147, Traffic Alert and Collision Avoidance System: Status Report; (d) Proposed New Special Committee, National Airspace Redesign; (e) Special Committee 193, Terrain and Airport Databases: Progress Report; (f) Proposed New Special Committee to update DO-214, Minimum Operational Performance (MOPS) for Aircraft Audio System: Status Report; (g) Special Committee 159, Second Interim Report on Ultra Wide Band (UWB)/Global Positioning System (GPS) Interference: Consider for approval to forward to the Department of Transportation; (h) Review nominations for Annual RTCA Awards; (6) Action Item Review: (a) Action Item 00-09, Proposed revision to SC-181 Navigational Standards, Terms of Reference; (b) Action Item 00-15, Revised Document Guidance; (7) Other Business: (a) Status of ICAO Standards and Recommended Practices (SARPs) for Next Generation Satellite Systems (NGSS); (b) Ultra Wide Band (UWB) Portable Electronic Devices Interference;

(8) Document Production; (9) Date and Location of Next Meeting; (10) 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 <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

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

Janice L. Peters,

Designated Official.

[FR Doc. 01-6098 Filed 3-9-01; 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; extension of the comment period.

SUMMARY: This document provides additional time for the public to comment on a proposal to adopt new policy for certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with automatic pilot (autopilot) (control wheel steering) applications. Comments received on the original notice of policy statement (66 FR 4055, January 17, 2001) specify additional time to respond to the proposed action.

DATE: Comments sent must be received by May 11, 2001. This is extended from 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.**

Issued in Kansas City, Missouri on March 6, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-6090 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Safety Advisory

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of safety advisory.

SUMMARY: FRA is issuing Safety Advisory 01-01 addressing the structural integrity of cast steel draft sills, manufactured by American Steel Foundries, and installed in certain covered hopper cars. When in normal condition and used under normal train operations, these cast draft sills appear not to pose a safety hazard to railroad employees or the general public.

FOR FURTHER INFORMATION CONTACT: Gary Fairbanks, Mechanical Engineer, Motive Power & Equipment Division, Office of Safety Assurance & Compliance, FRA, 400 Seventh Street, SW., RRS-14, Mail Stop 25, Washington, DC 20590 (Telephone 202-493-6322/Fax 202-493-6230).

SUPPLEMENTARY INFORMATION: Recently, FRA discovered that several Type C-114 covered hopper cars, manufactured by Trinity Industries, have experienced failures of their cast steel draft sills. A cast draft sill that apparently contained a pre-existing crack caused one train separation on main line track on the Montana Rail Link. Also, several of these cast draft sills failed in torsion as a result of a number of minor, low speed yard derailments. To date, all of the cars involved in such failures are owned and principally operated by The Burlington Northern and Santa Fe Railway Company (BNSF). At this time, there have been no reported failures of this type of cast draft sill on any other railroad; however, FRA and the industry are still in the process of investigating this matter. There have been no reported injuries or fatalities due to the failure of these draft sills.

On January 18, 2001 at Winston, Montana, approximately 20 miles east of Helena, Montana, a westbound BNSF loaded unit grain train, G-CVNKAL9-16, experienced a broken draft sill on the B-end of covered hopper BNSF 472398. The draft sill broke forward of the inboard draft lugs and separated from the car, allowing the draft gear, coupler, and a portion of the draft sill to fall to the rails. When the separation took place, the train's air brake train line pipe also separated, causing an emergency air brake application on the train. At this time, it appears as though there was an approximately 30-percent old break in the walls of the involved draft sill (a break that existed before the train separation occurred), with the remaining sill breaking with rapid brittle fracture at the time of the incident. The old crack appears to have started in the area of the side wall of the draft sill where an inspection port was cast in, and directly in front of, the rear draft lugs. No derailment occurred in this instance.