

the discretion of the Subcommittee Chair, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Coast Guard Technical Representative to the Subcommittee and submit written material on or before May 15, 2001. If you would like a copy of your material distributed to each member of the Subcommittee in advance of a meeting, please submit 25 copies to the Coast Guard Technical Representative to the Subcommittee no later than May 15, 2001.

Information on Services for Individuals with Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, contact the Coast Guard Technical Representative to the Subcommittee as soon as possible.

Dated: April 25, 2001.

Howard L. Hime,

Acting Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 01-10836 Filed 4-30-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice Before Waiver With Respect to Land at Manassas Regional Airport, Manassas, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The FAA is publishing notice of proposed release of 12.27 acres of excess land at the Manassas Regional Airport; Manassas, Virginia. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. The excess surplus property is located beyond the Runway Protection Zone for Runway 16L and appropriate restrictions will encumber the released property to ensure compatible land use.

DATES: Comments must be received on or before May 31, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Terry J. Page, Manager, FAA Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Juan E.

Rivera, Airport Director, Manassas Regional Airport, at the following address; Mr. Juan E. Rivera, Airport Director, P.O. Box 560, Manassas Regional Airport, Manassas, Virginia 20108.

FOR FURTHER INFORMATION CONTACT: Mr. Terry Page, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166; telephone (703) 661-1354, fax (703) 661-1370, email Terry.Page@faa.gov.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation investment and Reform Act for the 21st Century, Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Chantilly, Virginia on April 23, 2001.

Terry J. Page,

Manager, Washington Airports District Office, Eastern Region.

[FR Doc. 01-10843 Filed 4-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Orlando International Airport, Orlando, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Greater Orlando Aviation Authority for Orlando International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Orlando International Airport under part 150 in conjunction with the noise exposure maps, and that this program will be approved or disapproved on or before October 22, 2001.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its

review of the associated noise compatibility program is April 23, 2001. The public comment period ends June 22, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. John W. Reynolds, Jr., Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 16.

Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Orlando International Airport are in compliance with applicable requirements of part 150, effective April 23, 2001. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 22, 2001. This notice also announces the availability of this program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The Greater Orlando Aviation Authority submitted to the FAA on April 3, 2001 noise exposure maps, descriptions and other documentation which were produced during the Orlando International Airport FAR part 150 Study, Noise Exposure Maps and Compatibility Plan conducted between July 7, 1997 and March 30, 2001. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures,

to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Greater Orlando Aviation Authority. The specific maps under consideration are "1999 DNL NOISE CONTOURS" and "2004 DNL NOISE CONTOURS" in the submission. The FAA has determined that these maps for Orlando International Airport are in compliance with applicable requirements. This determination is effective on April 23, 2001. FAA's determination on the airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Orlando International Airport, also effective on April 23, 2001. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be

necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 22, 2001.

The FAA's detailed evaluation will be concluded under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be 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, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, April 23, 2001.

John W. Reynolds, Jr.,

Assistant Manager, Orlando Airports District Office.

[FR Doc. 01-10842 Filed 4-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2001-9473]

Notice of Safety Advisory

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of Safety Advisory.

SUMMARY: FRA is issuing Safety Advisory 2001-03 addressing the in-service failures of railroad airbrake system trainline angle cocks manufactured by Ellcon-National. The manufacturer notified the Association of American Railroads (AAR) of failures of Model 7000 Thread-to-Thread and Model 7270 Thread-to-Flange Angle Cocks. To date, no derailments, collisions, or injuries have resulted from these failures; however, closed angle cocks occurring en route may lead to

insufficient braking and in the worst case could result in runaway trains on grades. FRA recommends that all railroads and private car owners obtain a copy of AAR's Early Warning EW-177 (C-9296) issued on March 29, 2001, and review the document's extensive listing of cars that had the subject angle cocks installed as original equipment. FRA also recommends that cars found with the original angle cocks still installed have the angle cocks replaced, at both ends, or be retrofitted with a handle assembly torque kit in accordance with AAR's guidance. AAR has applied Severity Code "MG," which means "See Early Warning Letter for Instructions."

FOR FURTHER INFORMATION CONTACT: Gary Fairbanks, Mechanical Engineer, Motive Power and Equipment Division, Office of Safety Assurance and 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 was informed by the Association of American Railroads (AAR) of several in-service failures of certain Ellcon-National angle cocks, *Model 7000 Thread-to-Thread*, and *Model 7270 Thread-to-Flange*. No injuries or fatalities resulted from these incidents which involved several car types, but some of the subject angle cocks have been found to have rotated partially or completely closed due to en route vibrations of the train. This undesired rotation of the angle cock has been identified by crew members in several instances on trains while operating en route and in one case, necessitated the need to activate an emergency brake application from the two-way end-of-train (EOT) device.

The AAR issued Maintenance Advisory MA-65 on September 13, 2000, regarding these angle cocks, and then upgraded its concern by issuing Early Warning EW-177 on March 29, 2001. The AAR's Braking Systems and Equipment Engineering Committees have determined that the angle cocks without the latest friction disc, which is a 1/4-inch thick stop plate and handle assembly, must either be replaced or have the handle assembly retrofitted on non-register version. A number of conditions have been found on samples of the subject angle cocks that cause concern, such as roll pins protruding from the handles, worn leger lock tangs, bent lock tangs, and bent or distorted handle assemblies.

The subject angle cocks were applied to new cars and furnished as replacement stock beginning in January of 1993. The AAR recommended that