

Members of the general public may attend these meetings. Directions to meeting locations and actual room assignments may be determined by calling the Secretariat at 202 647-0965/2592.

Attendees may join in the discussions, subject to the instructions of the Chair. Admission of members will be limited to seating available.

Dated: June 19, 2001.

Doreen McGirr,

Multilateral Affairs, Communication & Information Policy, Department of State.

[FR Doc. 01-16001 Filed 6-21-01; 3:38 pm]

BILLING CODE 4710-45-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-01-111-159]

All-Electrical Attitude, Altitude, Direction, and Airspeed Systems Using Battery Standby Power

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of a proposed policy statement that clarifies current FAA certification policy with respect to all-electrical attitude, altitude, direction, and airspeed systems using battery standby power.

DATES: Send your comments on or before July 25, 2001.

ADDRESSES: Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Dale Dunford, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airplane and Flight Crew Interface Branch, ANM-111, 1601 Lind Avenue SW., Renton, WA 98055-4056.; telephone (425) 227-2239; fax (425) 227-1100; e-mail: dale.dunford@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the Internet at the following address: <http://www.faa.gov/avr/air/anm/draftpolicy/interim.htm>. If you do not have access to the Internet, you can obtain a copy of the policy statement by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy statement. We will

accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement ANM-01-111-159."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
- For each issue, state what specific change you are requesting to the proposed general statement of policy.
- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because of the comments received.

Background

With the advent of highly reliable, low power, liquid crystal display (LCD) electrical indicators, applicants for certification of transport category airplanes and their components are replacing previous pneumatic indicators with electric ones, resulting in an all-electric attitude, altitude, direction, or airspeed configuration. Many of these installations rely on time-limited batteries to power the instruments in the event of loss of generator power on the airplane. Such all-electric configurations must be designed to ensure continued safe flight and landing after any failure or combination of failures not shown to be extremely improbable, including the loss of generated electrical power.

The proposed policy statement provides guidelines that should be used for the certification of flight instrument installations in which

- All displays of any of the essential flight information (e.g., altitude, attitude, airspeed, or direction) require electrical power,
- The failure of normal electrical power is not extremely improbable, and
- The back-up source of electrical power is a time-limited battery.

Issued in Renton, Washington, on June 19, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-15898 Filed 6-22-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-01-115-32]

Use of Industry Standards in Seat Certification

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of a proposed policy for the use of industry standards to address certain certification issues for transport airplane seats. This policy is specifically relevant to certification of seats with an in-arm video system feature.

DATES: Send your comments on or before July 25, 2001.

ADDRESSES: Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Jeff Gardlin, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe/Cabin Safety Branch, ANM-115, 1601 Lind Avenue SW., Renton, WA 98055-4056.; telephone (425) 227-2136; fax (425) 227-1100; e-mail: jeff.gardlin@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the Internet at the following address: <http://www.faa.gov/avr/air/anm/draftpolicy/interim.htm>. If you do not have access to the Internet, you can obtain a copy of the policy statement by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy statement. We will accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement ANM-01-115-32."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
- For each issue, state what specific change you are requesting to the proposed general statement of policy.
- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the

proposed policy because of the comments received.

Background

The Society of Automotive Engineers has issued an Aerospace Recommended Practice (ARP) that addresses video system abuse load testing. This document, ARP 5475, represents the industry recommendation for making an assessment of the injury potential for a video system, and is an acceptable means of addressing this feature. With the issuance of this ARP, the FAA considers that qualification of the seat itself using that document is sufficient to show compliance with the relevant Federal Aviation Regulations with respect to in-arm video monitors. That is, the in-arm video may be treated the same way as are other seat features. Based on successful experience with design features qualified in accordance with industry standards, we believe that this will simplify the certification process with no adverse effect on safety.

Issued in Renton, Washington, on June 19, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-15899 Filed 6-22-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Oakland and Genesee Counties, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Oakland and Genesee counties, Michigan. A Section 4(f) Statement will be prepared in coordination with the EIS.

FOR FURTHER INFORMATION CONTACT: James A. Kirschensteiner, Engineer, Environmental Programs & Field Operations, Federal Highway Administration, 315 West Allegan St., Room 207, Lansing, Michigan 48933, Telephone (517) 702-1835, Fax: 377-1804; email: james.kirschensteiner@fhwa.dot.gov.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve M-15 in Oakland and Genesee

counties, Michigan. The proposed improvement will involve the reconstruction of existing M-15 between I-75 and I-69, a distance of approximately 20 miles. Due to the presence of cultural resources, a Section 4(f) Statement will be developed in conjunction with the EIS.

Improvements to the corridor are considered necessary to provide for projected traffic demand. Alternatives under consideration include: (1) Taking no action, (2) Low-Cost Improvements/Transportation Systems Management, (3) New Alignments, and (4) M-15 Reconstruction. Incorporated into and studied with the various build alternatives will be design variation of typical sections and alignment.

Letters describing the proposed action and soliciting comments have been sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. A series of public meetings have been held: June 7 and 8, 2000, August 24, 2000, October 25, 2000, November 15, 2000, January 24, 2001, and April 3 and 4, 2001. A public hearing will be held after appropriate public notice is given of the time and place of the hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing. Formal scoping meetings were held September 20, 2000, in Lansing for agency officials and in the corridor for local stakeholders.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program)

Issued on: June 14, 2001.

James J. Steele,

Division Administrator, Lansing, Michigan.

[FR Doc. 01-15833 Filed 6-22-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9595]

Motorcycle Safety Improvement Plan

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Request for comments.

SUMMARY: This document announces the availability of a draft planning document that describes the agency's current and planned activities to reduce the deaths and injuries associated with motorcycle crashes. Since reaching an historic low in the number of motorcyclist fatalities in 1997 (2,116), motorcyclist fatalities have increased 27 percent to 2,680 in 2000. This continued a rising trend in motorcycle deaths that is in stark contrast to the general decline witnessed in previous years. Consequently, NHTSA concluded that a renewed national effort is needed at all levels—federal, state, and community—in order to once again begin to reduce the levels of motorcycle crashes, fatalities, and injuries in the U.S. New, effective programs would therefore need to be undertaken to achieve these outcomes:

- Improved rider and passenger safety;
- Safer motorcycles;
- Improved motorcycle crash data collection and analysis; and
- A safer riding environment.

NHTSA intends to continue to serve as a leader and major partner in motorcycle safety. Therefore, this plan has been developed to respond to and support the framework of National Agenda for Motorcycle Safety (DOT-HS 809 156, November 2000). The plan reflects a coordinated agency-wide planning effort that also involved our sister agency, the Federal Highway Administration (FHWA), to address roadway and related environment safety issues related to improved safety for motorcyclists on the nation's roadways. For each of the defined actions, the plan provides background information, describes current agency activities, and presents proposed activities to achieve the goal of improving motorcycle safety. NHTSA seeks public review and comment on this draft plan. Comments received will be evaluated and incorporated, as appropriate, into the planned agency activities.

DATES: Comments must be received no later than August 9, 2001.

ADDRESSES: Interested persons may obtain a copy of the draft plan by