

low-visibility operations is addressed in:

- AC 120-28D, "Criteria for Approval of Category III Weather Minima for Takeoff, Landing, and Rollout," and
- AC 120-29A, "Criteria for Approving Category 1 and Category II Landing Minima for FAR 121 Operators."

7.a. *Limitations.* The Limitations section of the AFM presents those FGS operating limitations appropriate to the airplane model as established in the course of the type certification process, and as necessary. The FGS operational limitations (should any exist) should specify, but not be limited to, the following:

- Minimum engagement altitude(s) or height(s), if and when necessary.

Note: If Minimum Engagement Altitude(s) or height(s) are not specified, then "maximum displacement deviation" information from a pertinent takeoff flight path and approach profile should be provided in the AFM Normal Procedures section, or in the associated Flight Crew Operation Manual (FCOM).

- Mandatory disengagement requirements, if necessary.
- Configuration/envelope restrictions, if and as applicable.

7.b. *Abnormal/Emergency Procedures.* Any FGS anomaly that is addressed to the flight crew by a non-normal procedure must be included in the AFM.

7.c. *Normal Procedures.*

7.c.(1) *General.* The normal procedures for use of the FGS should be documented in the AFM or Flight Crew Operation Manuals (FCOM), as appropriate. These procedures should be demonstrated during the type certification process. In lieu of specification of minimum engagement altitude(s) or height(s), the AFM may alternately specify "maximum displacement deviations" from a specified takeoff flight path, or from a specified approach profile. This information may be based on typical departure or approach flight paths suited for the aircraft type and for and failure conditions that are determined applicable to the type of FGS system and modes suitable for use.

7.c.(2) *Aircraft with Published Flight Crew Operation Manuals (FCOM).* Airplane Flight Manuals for aircraft for which the manufacturer has published FCOM's should contain essential information on normal operating procedures that are considered "peculiar" to the operation of the FGS for the aircraft type or are otherwise necessary for safe operation. System description, specification, and operational procedures that are

normally associated with flight guidance systems may be described in the FCOM.

7.c.(3) *Aircraft without Published FCOM's.* For aircraft that rely on the AFM as the sole operating manual, the AFM should contain operating information sufficient for crew reference. System description, operation, checklists, and normal operating procedures should be amplified in sufficient detail so that an appropriately trained flight crew may operate the FGS under normal conditions.

Conclusion

As discussed previously, the FAA intends to update 14 CFR 25.1329 and associated Advisory Circular (AC) 25.1329-1A to more fully address the autopilot issues found in this general statement of policy and others. Until then, this general statement of policy serves as a reference to supplement § 25.1329, and for use in the certification of new autopilot systems. Please inform the appropriate flight controls and systems designated engineering representatives (DER) of this proposed general statement of policy.

Issued in Renton, Washington, on February 22, 2001.

D.L. Rigglin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 01-5023 Filed 3-1-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Williams Gateway Airport, Mesa, AZ

AGENCY: Federal Aviation Administration (FAA), Transportation.
ACTION: Notice.

SUMMARY: The FAA announces that it is reviewing a proposed Noise Compatibility Program submitted by the Williams Gateway Airport Authority for the Williams Gateway Airport, Mesa, Arizona under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and title 14, Code of Federal Regulations (CFR), part 150. This program was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps submitted under 14 CFR part 150 were in compliance with applicable

requirements effective May 2, 2000. The proposed Noise Compatibility Program will be approved or disapproved on or before August 18, 2001.

EFFECTIVE DATE: The effective date of the start of the FAA's review of the Noise Compatibility Program is February 20, 2001. The public comment period ends April 20, 2001.

FOR FURTHER INFORMATION CONTACT:

Brian Armstrong, Airport Planner, Airports Division, AWP611.1, Federal Aviation Administration, Western-Pacific Region. Mailing Address: P.O. Box 92007, Los Angeles, CA, 90009-2007; Street Address: 15000 Aviation Boulevard, Hawthorne, CA, 90261; Telephone Number (310) 725-3614. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed Noise Compatibility Program for Williams Gateway Airport which will be approved or disapproved on or before August 18, 2001. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the FAA to be in compliance with the requirements of 14 CFR 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 FAA has formally received the Noise Compatibility Program for Williams Gateway Airport, effective on February 20, 2001. It is requested that the FAA review this material 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. 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 August 18, 2001.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, Section 150.33. The primary considerations in the evaluation process are whether the

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.*

[FR Doc. 01-5028 Filed 3-1-01; 8:45 am]

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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.

[FR Doc. 01-5139 Filed 3-1-01; 8:45 am]

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.