

manufacturer approval (PMA) for critical propeller parts.

DATES: Comments must be received by September 28, 2001.

ADDRESSES: Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Jay Turnberg, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: jay.turnberg@faa.gov; telephone (781) 238-7116; fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the Internet at the following address: <http://www.faa.gov/avr/air/ane/ane110/hpage.htm>. If you do not have access to the Internet, you may request a copy by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policy. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the closing date before issuing the final policy.

Background

This policy would establish a uniform approach for Aircraft Certification Offices (ACOs) to evaluate PMA applications for both critical and life-limited propeller parts. The proposed policy would not establish new requirements.

(**Authority:** 49 U.S.C. 106(g), 40113, 44701-44702, 44704).

Issued in Burlington, Massachusetts, on August 16, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-21302 Filed 8-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANE-1993-33.28TLD-R1]

Policy for Time Limited Dispatch (TLD) of Engines Fitted With Full Authority Digital Engine Control (FADEC) Systems

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; policy statement.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of policy for the time limited dispatch (TLD) of engines fitted with full authority digital engine control (FADEC) systems. The FAA has revised its current policy to clarify it; the basic intent of the policy has not changed.

DATES: The FAA issued policy statement number ANE-1993-33.28TLD-R1 on June 29, 2001.

FOR FURTHER INFORMATION CONTACT: Gary Horan, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: gary.horan@faa.gov; telephone: (781) 238-7164; fax: (781) 238-7199. The policy statement is available on the Internet at the following address: <http://www.faa.gov/avr/air/ane/ane110/hpage.htm>. If you do not have access to the Internet, you may request a copy of the policy by contacting the individual listed in this section.

SUPPLEMENTARY INFORMATION: The FAA published in the Federal Register on January 10, 2001 (66 FR 2043) to announce the availability of the proposed policy and invite interested parties to comment.

Background

The FAA Engine and Propeller Directorate (EPD) issued the original policy on time limited dispatch (TLD) on October 28, 1993. The purpose of that policy is to assure uniformity in applying TLD to engines fitted with FADEC systems. In this revision, the FAA recommends that an applicant for engine type design approval include appropriate TLD information in the engine installation manual. This revised policy does not create any new requirements.

(**Authority:** 49 U.S.C. 106(g), 40113, 44701-44702, 44704.)

Issued in Burlington, Massachusetts, on August 16, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2001-10399]

Agency Information Collection Activities; Request for Comments; Clearance of a New Information Collection; FHWA Highway Design Handbook for Older Drivers and Pedestrians Workshop Participants' Feedback Survey

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection. The collection involves a survey of participants who have attended the FHWA Highway Design Handbook For Older Drivers and Pedestrians Workshop to determine the extent of use and barriers to the recommendations and guidelines discussed in the Handbook and Workshop. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by October 22, 2001.

ADDRESSES: You may mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590; telefax comments to 202/493-2251; or submit electronically at <http://dmses.dot.gov/submit>. All comments should include the docket number in this notice's heading. All comments may be examined and copied at the above address from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. If you desire a receipt you must include a self-addressed stamped envelope or postcard or, if you submit your comments electronically, you may print the acknowledgment page.

FOR FURTHER INFORMATION CONTACT: Mr. David Smith, 202-366-6614, Safety Core Business Unit, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: FHWA Highway Design Handbook For Older Drivers and Pedestrians Workshop Participants' Feedback Survey

Background: The FHWA developed and published in 1998 an "Older Driver Highway Design Handbook, Recommendation and Guidelines" for highway designers, traffic engineers and highway safety specialists involved in the design and operation of highway facilities. The Handbook provides practitioners with a practical information source that links older driver road user characteristics to highway design, operational, and traffic engineering recommendations by addressing specific roadway features. A new, revised handbook, "Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians," was published in 2001 that documents new research findings and technical developments since the 1998 publication.

A series of workshops began in 1998 to familiarize practitioners with the recommendations and guidelines. Over 30 workshops have been presented to approximately 900 practitioners, and the workshops are continuing with additional workshops scheduled to provide information to practitioners from the new, revised handbook.

This survey is needed to determine if recommendations and guidelines presented to practitioners in past workshops are being utilized in new and redesigned highway facilities to accommodate the needs and functional limitations of an aging population of road users. The survey is also needed to gauge the success of the workshop presentations in imparting information and determine if adjustments should be considered for future workshops.

Respondents: Participants in past workshops, including highway designers, highway engineers and highway safety specialists; and future workshop participants.

Frequency: This one-time survey will be conducted initially with a selection of past participants (approximately 500). Thereafter, a survey of participants will be conducted annually, consisting of approximately 50 percent of the participants who attended workshops during that year (approximately 125). The survey will be mailed, and for those participants with known e-mail addresses, the survey will be administered electronically to reduce completion time.

Estimated Total Annual Burden Hours: The FHWA estimates that each respondent will be able to complete the survey in approximately 10 minutes. For the initial survey to approximately 500 respondents, total burden hours would be 84 hours. Future annual surveys to approximately 125

respondents are estimated at 21 burden hours.

Public Comments Invited:

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Electronic Access:

Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help. An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office Electronic Bulletin Board Service at telephone number 202-512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: August 17, 2001.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. 01-21304 Filed 8-22-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Agency Information Collection Activities: Submission for OMB Review

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for review and approval. We published a

Federal Register Notice with a 60-day public comment period on this information collection on July 14, 2000 (65 FR 43824). We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by September 24, 2001.

ADDRESSES: You may send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: DOT Desk Officer. You are asked to comment on any aspect of these information collections, including: (1) Whether the proposed collections are necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burdens could be minimized, including the use of electronic technology, without reducing the quality of the collected information.

SUPPLEMENTARY INFORMATION

Title: Design/Build Research Study.

Abstract: The Transportation Equity Act for the 21st Century (TEA-21), Section 1307, prescribes the interim provisions under which projects can be advanced utilizing design/build contracting procedures. TEA-21 mandates that regulations will be developed to carry out the amendments made by section 1307. With the increased funding available under TEA-21, States are expected to increase their use of design/build contracting to advance projects. One unique aspect of design/build contracting is that it authorizes construction at the time the project agreement is signed. This allows the contractor to begin construction on a parcel of land as soon as it is acquired. The contractor is responsible for maintaining access, availability of utilities and any related safety concerns for vacant landowners, homeowners and/or businesses that await acquisition of, or relocation from, their property for right-of-way purposes. The FHWA Office of Real Estate Services, in conjunction with South Carolina State University, will conduct a survey of the approximately 100 property owners, residents, business owners and various contractors who were involved in a recent design/build project in Virginia. The purpose is to ascertain their perceptions of the prime contractor's ability and responsiveness to possible safety-related, access or utility issues that may have affected them. The information will be collected by telephone/written surveys, personal