

11. *Value to U.S.-Partner Country Relations*: Proposed projects should receive positive assessments by the U.S. Department of State's geographic area desk and overseas officers of program need, potential impact, and significance in the partner country(ies).

**Authority:** Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Pub. L. 87-256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is "to enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries \* \* \* to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations \* \* \* and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through legislation.

#### Notice

The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

#### Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: January 25, 2002.

**Patricia S. Harrison,**

*Assistant Secretary for Educational and Cultural Affairs, U.S. Department of State.*  
[FR Doc. 02-2420 Filed 1-23-02; 8:45 am]

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#### DEPARTMENT OF STATE

[Public Notice 3900]

**Office of International Energy and Commodities Policy; Notice of Receipt of Application for a Presidential Permit for Pipeline Facilities To Be Constructed and Maintained on the Border of the United States**

**AGENCY:** Department of State.

Notice is hereby given that the Department of State has received an application from Reef International, L.L.C. (Reef) for a Presidential permit, pursuant to Executive Order 11423 of August 16, 1968, as amended by Executive Order 12847 of May 17, 1993, authorizing the construction, connection, operation, and maintenance at the U.S.-Mexican border at Eagle Pass, Texas of a liquid pipeline carrying liquefied petroleum gas, including propane and butane, and related facilities.

Reef is a limited liability corporation organized and existing under the laws of the State of Texas and with its principal office located in Corpus Christi, Texas. The proposed new 6-inch diameter pipeline would originate at a proposed new transfer and blending station in Eagle Pass, Texas and cover approximately 5 miles, crossing under the Rio Grande River and terminating at a proposed new storage and unloading station in Coahuila, Mexico approximately 1,000 feet from the International Boundary. It is anticipated that initial deliveries of the propane/butane mixture will be approximately 500,000 GPD, increasing to approximately 2,000,000 GPD in two years.

As required by E.O. 11423, the Department of State is circulating this application to concerned agencies for comment.

**DATES:** Interested parties are invited to submit, in duplicate, comments relative to this proposal on or before March 4, 2002, to James Dudley, Office of International Energy and Commodities Policy, Department of State, Washington, DC 20520. The application and related documents that are part of the record to be considered by the Department of State in connection with this application are available for inspection in the Office of International Energy and Commodities Policy during normal business hours.

#### FOR FURTHER INFORMATION CONTACT:

James Dudley, Office of International Energy and Commodities Policy, Department of State, Washington, DC 20520; or by telephone at (202) 647-2857; or by fax at (202) 647-4037.

Dated: January 25, 2002.

**Stephen J. Gallogly,**

*Director, Office of International Energy and Commodities Policy.*

[FR Doc. 02-2419 Filed 1-30-02; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Office of the Secretary

##### Aviation Proceedings, Agreements Filed During the Week Ending January 18, 2002

The following Agreements were filed with the Department of Transportation under provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* OST-2002-11336.

*Date Filed:* January 16, 2002.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC COMP 0891 dated 18 January 2002, Mail Vote 192—Resolution 024d, Amend rounding units for the Romanian Leu, Intended effective date: 1 February 2002.

*Docket Number:* OST-2002-11357.

*Date Filed:* January 17, 2002.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC123 0172 dated 18 January 2002, Mail Vote 193—Resolution 010v, Special Amending Resolution—Korea (Rep. of), Intended effective date: 1 February 2002.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 02-2355 Filed 1-30-02; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Office of the Secretary

##### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) During the Week Ending January 18, 2002

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period, DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-2002-11335.

*Date Filed:* January 15, 2002.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* February 5, 2002.

*Description:* Application of Piedmont Aviation Services, Inc., d/b/a Pace Airlines (PASI), requesting the Department to disclaim jurisdiction and reissue its certificates in the name of Pace Airlines, Inc. (PACE). In the alternative, PASI requests that the Department approve the transfer of PASI's certificates of public convenience and necessity and other operating authority to PACE with an effective date of no later than January 25, 2002.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 02-2354 Filed 1-30-02; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Revisions to Advisory Circular—Flight Test Guide for Certification of Transport Category Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed advisory circular revision and request for comments.

**SUMMARY:** This notice requests comments regarding proposed revisions to Advisory Circular (AC) 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes." This AC provides guidance on acceptable means, but not the only means, of demonstrating compliance with certain airworthiness standards for transport category airplanes. The proposed revisions to the AC complement proposed revisions to the airworthiness standards for transport category airplanes, published by separate document in the **Federal Register** on January 14, 2002 (67 FR 1846). This notice provides interested persons an opportunity to comment on the proposed revisions to the AC concurrently with the proposed rulemaking. Like all ACs, it is not mandatory, but is to provide guidance for applicants in demonstrating compliance with the objective safety standards set forth in the related rule. **DATES:** Comments must be received by April 1, 2002.

**ADDRESSES:** Send all comments on the proposed AC revisions to the Federal Aviation Administration, Attention: Don Stimson, Airplane and Flight Crew Interface Branch, ANM-111, Transport

Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056.

Comments may be examined at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Susan Boylon, Program Management Branch, ANM-114, at the above address, telephone (425) 227-1152, or facsimile (425) 227-1320.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on the proposed revisions to the AC by submitting such written data, views, or arguments, as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the revised AC.

##### Discussion

In a separate document published in the **Federal Register** on January 14, 2002 (67 FR 1846), the FAA proposes to amend the airworthiness standards for transport category airplanes concerning miscellaneous flight requirements. We initiated the proposal under the "Fast Track Harmonization Program" November 26, 1999 (64 FR 66522). Adopting that proposal would eliminate regulatory differences between the airworthiness standards of the U.S. and the Joint Aviation Requirements of Europe, without affecting current industry design practices.

In addition to the amendments proposed in Notice 02-01, the FAA also proposes to revise Advisory Circular (AC) 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes," to provide additional guidance concerning takeoff path, lateral control, trim (longitudinal), trim (airplanes with four or more engines), and demonstration of static longitudinal stability. This proposed revision to AC 25-7A should not be confused with other proposed revisions of AC 25-7A on which the FAA is currently seeking comments. This revision only addresses guidance material associated with these specific airworthiness requirements. Issuance of a revised AC based on this proposal is contingent on adoption of the revisions to part 25 in Notice 02-01.

#### Proposed Revisions to AC 25-7A

1. *Add a new paragraph, 12a(1)(iii) to read as follows:*

(iii) The height references in § 25.111 should be interpreted as geometrical heights.

2. *Revise paragraph 12e(2) to read as follows:*

(2) Procedures. The time between liftoff and the initiation of gear retraction during takeoff distance demonstrations should not be less than that necessary to establish an indicated positive rate of climb plus one second. For the purposes of flight manual expansion, the average demonstrated time delay between liftoff and initiation of gear retraction may be assumed; however, this value should not be less than 3 seconds.

3. *Revise paragraph 22a(2) to read as follows:*

(2) Sections 25.147(c) and (e) require an airplane to be easily controllable with the critical engine(s) inoperative. Section 25.147(d) further requires that lateral control be sufficient to provide a roll rate necessary for safety, without excessive control forces or travel, at the speeds likely to be used with one engine inoperative. Compliance can normally be demonstrated in the takeoff configuration at  $V_2$  speed, because this condition is usually the most critical. Normal operation of a yaw stability augmentation system (SAS) should be considered in accordance with normal operating procedures. Roll response, § 25.147(e), should be satisfactory for takeoff, approach, landing, and high speed configurations. Any permissible configuration that could affect roll response should be evaluated.

4. *Revise paragraph 22b as follows:*

b. Procedures. The following test procedures outline an acceptable means for demonstrating compliance with § 25.147.

5. *Revise paragraph 22b(4) to read as follows:*

(4) *Lateral Control—Roll Capability*, § 25.147(d).

(i) Configuration:

(A) Maximum takeoff weight.

(B) Most aft c.g. position.

(C) Wing flaps in the most critical takeoff position.

(D) Landing gear retracted.

(E) Yaw SAS on, and off, if applicable.

(F) Operating engine(s) at maximum takeoff power.

(G) The inoperative engine that would be most critical for controllability, with the propeller feathered, if applicable.

(ii) Test Procedure: With the airplane in trim, or as nearly as possible in trim, for straight flight at  $V_2$ , establish a steady 30 degree banked turn. It should be demonstrated that the airplane can be rolled to a 30 degree bank angle in the other direction in not more than 11 seconds. In this demonstration, the