check airman for an FAA inspector when an inspector is not available to accomplish the required observation during the scheduled operating experience flight legs of a qualifying pilot in command (PIC) who is completing initial or upgrade training.

Grant, 12/08/2000, Exemption No. 7376A

Docket No.: FAA–2000–8016.

Petitioner: Adams, Jerry L., et al.

Section of 14 CFR Affected: 14 CFR § 121.383(c).

Description of Relief Sought/ Disposition: To permit those individuals to act as pilots in operations conducted under part 121 after reaching their 60th birthdays. Please note that the FAA has assigned a new docket number to this project (FAA–2000–8016; previously Docket No. 30040).

Denial, 12/13/2000, Exemption No. 7405

[FR Doc. 01–1678 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Field Approval Process

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of a meeting to discuss public concerns with the FAA Field Approval Process.

DATES: The meeting will be held on February 23, 2001, 9 A.M. to 4 P.M. Arrangement for presentations must be made by February 16, 2001.

ADDRESSES: The meeting will be held at the FAA 3rd Floor Auditorium, 800 Independence Ave, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Wayne Fry, Federal Aviation Administration, AFS–300, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 493–5228 fax (202) 267–5115.

SUPPLEMENTARY INFORMATION: The meeting will be held on February 23, 2000, from 9 A.M. to 4 P.M., at the FAA 3rd floor Auditorium, Washington, DC. The agenda will include: Field Approval Process Improvement.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by February 16, 2001, to present oral statements at the meeting. To make arrangements to present oral statements, please contact the person listed under the head for **FOR FURTHER INFORMATION CONTACT**. If you are in need of assistance or require a reasonable accommodation for the meeting please contact the person listed under the heading for **FOR FURTHER INFORMATION CONTACT**. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on January 17, 2001.

L. Nicholas Lacey,

Director, Flight Standards Service.

[FR Doc. 01–1857 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application 01–04–C–00–EUG To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Mahlon Sweet Field, Submitted by the City of Eugene, Mahlon Sweet Field, Eugene, Oregon

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Mahlon Sweet Field under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before February 21, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA–ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055–4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert Noble, Acting Airport Manager, at the following address: 28855 Lockheed Drive; Eugene, Oregon 97402.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Mahlon Sweet Field, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227–2654, Seattle Airports District Office, SEA–ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington 98055–4056. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application 01–04–C–00–EUG to impose and use PFC revenue at Mahlon Sweet Field, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 11, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Eugene, Mahlon Sweet Field, Eugene, Oregon, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 28, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: $4.50.

Proposed charge effective date: June 1, 2001.

Proposed charge expiration date: June 1, 2003.

Total requested for use approval: 3,255,267.

Brief description of proposed project: Runway 3/21 Safety Area Improvements; Taxiway Extension and Ramp Construction; Terminal Improvements; B Gate South Ramp Reconstruction; Ramp Pavement Rehabilitation; Land Acquisition; Jet Bridge.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Operations by Air Taxi/Commercial Operators utilizing aircraft having a maximum seating capacity of less than twenty passengers when enplaning revenue passengers in a limited, irregular/ nonscheduled, or special service manner. Also exempted are operations by Air Taxi/Commercial Operators, without regard to seating capacity, for revenue passengers transported for student instruction, non-stop sightseeing flights that begin and end at the airport and are conducted within a 25 mile radius of the same airport, fire fighting charters, ferry or training flights, air ambulance/medivac flights and aerial photography or survey flights.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports

Division, ANM–600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055–4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Mahlon Sweet Field.

Issued in Renton, Washington on January 11, 2001.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 01–1674 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

TSO–C77b, Gas Turbine Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability of technical standard order.

SUMMARY: This notice announces the availability of Technical Standard Order (TSO) C77b. This TSO prescribes the minimum performance standards that gas turbine auxiliary power units (APUs), commonly used in commercial aircraft, must meet in order to be identified with the TSO marking.

EFFECTIVE DATE: January 22, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. Mark A. Rumizen, Engine and Propeller Standards Staff, ANE–110, Engine and Propeller Directorate, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299, telephone (781) 238–7113, fax (781) 238–7199.

SUPPLEMENTARY INFORMATION:

Background

The standards of this TSO will apply to all APUs used for any new application submitted after the effective date of this TSO. APUs currently approved under TSO–C77 or TSO–C77a authorization may continue to be manufactured under the provisions of their original approval. However, under § 21.611(b) of the Federal Aviation Regulations, any major design change to an APU previously approved under TSO–C77 or TSO–C77a would require a new authorization under this TSO. The general layout of this document complies with the updated TSO format.

How To Obtain Copies

A copy of the TSO–C77b may be obtained via Internet (http:/www.faa.gov/avr/air/air100/100home.htm) or by request from the office listed under **FOR FURTHER INFORMATION CONTACT.**

Issued in Burlington, Massachusetts on December 20, 2000.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate Aircraft Certification Service.

[FR Doc. 01–1858 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Guidance on Longitudinal Telecommunications Installations on Limited Access Highway Right-of-Way

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This document publishes guidance on the installation of telecommunications on limited access highway right-of-way. This guidance was distributed to the FHWA Resource Centers and Division offices on December 22, 2000. These materials are the result of consultations with the Federal Communications Commission with regard to the potential impact of the Telecommunications Act of 1996 on such installations.

FOR FURTHER INFORMATION CONTACT: Mr. William S. Jones, Intelligent Transportation Systems (ITS) Joint Program Office, (202) 366–4651 or Ms. Beverly Russell, Office of the Chief Counsel, (202) 366–1355; Federal Highway Administration, 400 Seventh Street, SW., Washington, DC. 20590–0001. Office hours are from 7:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

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 (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.* In addition this document is available on the ITS web sit at: *http://www.its.dot.gov*.

Background

Guidance published in this **Federal Register** notice is provided for information purposes. Specific questions on any of the material published in this notice should be directed to the appropriate contact person named in the caption, **FOR FURTHER INFORMATION CONTACT**.

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: January 11, 2001.

Kenneth R. Wykle,

Federal Highway Administrator.

The text of the FHWA guidance memorandum dated December 22, 2000 follows:

Information: Guidance on Longitudinal Telecommunications Installations on Limited Access Highway Right-of-Way

Anthony R. Kane, Executive Director, HOIT–1.

Directors of Field Services

Resource Center Managers

Division Administrators

A number of States have altered their utility accommodations policies to allow longitudinal access to their limited access highway Right-of-Way (ROW) for telecommunications installations; usually fiber optic cable. Several of these installations to date have been public-private partnerships with the telecommunications industry generally referred to as ''Shared Resource'' agreements. In December 1999, the Federal Communications Commission (FCC) issued an opinion in the Minnesota Department of Transportation (DOT) case involving such a partnership that defined the FCC's interpretation of the Telecommunications Act of 1996 (TCA) and its application to the Minnesota agreement, which has potentially broad implications for transportation agencies.

As a result of the FCC's opinion, the Federal Highway Administration (FHWA) engaged in a discussion with the FCC to clarify how these partnerships and other similar telecommunications installations should be conducted to avoid conflict with the TCA and be consistent with FHWA's requirements for highway safety and ROW management. These discussions have culminated in an approach that considers both the requirements of the transportation industry and its concern for highway safety, and the FCC's concern with the implementation of the TCA. This approach is documented in two letters. A letter from the FHWA Administrator to the FCC defines the elements of the guidance pertaining to access to freeway ROW, and a letter to the FHWA Administrator from the Chief of the Common Carrier Bureau of the FCC defines the competitive elements of the