eligible for Airport Improvement Program funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with the FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999. Together this proposal is for approximately 3.18 acres in total.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose. The proposed land will be used for industrial economical development, which has proven to enhance the economy for many Ohio communities, as well as reduce the financial burden of operating the airport.

The proceeds from the sale of the land will be used for airport improvements and operation expenses at Willoughby Lost Nation Municipal Airport.

DATES: Comments must be received on or before May 25, 2001.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie R. Swann, Federal Aviation Administration, Great Lakes Region, Detroit Airports District Office, DET ADO–670.5, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, (734) 487–7277. Documents reflecting this FAA action may be reviewed at this same location or at Willoughby Lost Nation Municipal Airport, Willoughby, Ohio.

SUPPLEMENTARY INFORMATION: Following are legal descriptions of the property:

North Part

Situated in the City of Willoughby, County of Lake, and State of Ohio, and known as being a part of Original Willoughby Township Lot No. 7 in the Douglas Tract, and also being a part of Sublot No. 38 in the Western Reserve Commerce Park Subdivision as shown by plat recorded in Volume 1, Page 39 of the Lake County Plat Records, and is bounded and described as follows:

Beginning in the northerly line of the Willoughby Industrial Park Subdivision as shown by plat recorded in Volume 1, Page 38, of the Lake County Plat Records at its intersection with the westerly line of land conveyed to the City of Willoughby by instrument recorded in Volume 367, Page 387, of the Lake County Official Records; said point of beginning being located 45.50 feet LEFT of Station 117+56.55 in the centerline of survey of Lost Nation Road as recorded in Volume 18, Page 32 of the Lake County Plat Records;

Thence South 88°26′10″ West, along said northerly line of Willoughby Industrial Park Subdivision, 311.29 feet to an iron pin stake set at the principal place of beginning;

Course I: South 88°26′10″ West continuing along said line, 55.46 feet to an iron pin stake set in the westerly line of grantor's land, being the westerly line of the residue parcel of Bruce and Betty J. Huston recorded in Volume 66, Page 323 of Lake County Official Records;

Course II: Thence North 35°48′58″ East, along said line and along the residue parcel of land in said Sublot No. 38 of Bruce and Betty J. Huston recorded in Volume 442, Page 698 of Lake County Official Records, 659.30 feet to an iron pin stake set in the westerly sideline of Lost Nation Road, as widened;

Course III: Thence South 11°30′00″ West, along said sideline 114.60 feet to the northerly line of said land conveyed to the City of Willoughby also being the southerly line of said Sublot No. 38;

Course IV: Thence South 88°24′30″ West along the northerly line of said land of the City of Willoughby 0.13 feet to a northwesterly corner;

Course V: Thence South 2°55′56″ West, along a westerly line of said land of the City of Willoughby, 150.82 feet to an iron pin stake set;

Course VI: Thence South 50°01′12″ West, 416.99 feet to the principal place of beginning and containing 1.278 acres of land according to a survey made in December, 2000 by Richard J Bilski, Ohio Professional Surveyor No. 5244 of CT Consultants, Inc., Registered Engineers and Surveyors.

Bearings used herein are based upon the bearing of the centerline of Lost Nation Road as recorded in Volume 367, Page 387, of the Lake County Official Records.

South Part

Situated in the City of Willoughby, County of Lake and State of Ohio and known as being part of Sublot No. 1 and all of Sublot No. 2 in the Willoughby Industrial Park Subdivision as shown recorded in Volume 1, Page 38 of Lake County Plat Records and is further bound and described as follows:

Beginning at the intersection of the northerly line of said Sublot No. I with the westerly line of land conveyed to the City of Willoughby by deed recorded in Volume 367, Page 387 of Lake County Official Records, said point of beginning being 45.50 feet left of Station 117+56.55 in the centerline survey of Lost Nation Road as recorded in Volume 18, Page 32 of Lake County Plat Records;

Thence South 88°26′10″ West, along said northerly line of Sublot No. 1, 311.29 feet to an iron pin set at the principal place of beginning;

Course I: Thence South 50°01′12″ West, 17.36 feet to an iron pin stake set;

Course II: Thence South 45°41′26″ East, 387.44 feet to an iron pin stake set in the northerly Sideline of Willoughby Parkway, 70 feet wide;

Course III: Thence South 88°26′10″ West, along said sideline, 255.80 feet to a point of curve;

Course IV: Thence westerly along said sideline on an arc deflecting to the left said arc having a radius of 795–72 feet and a chord of 108.11 which bears North 87°40′07″ West 108.19 feet to a point;

Course V: Thence North 83°46′24″ West, continuing along said sideline, 67.05 feet to an iron pin stake set in the easterly line of Sublot No. 3 in said subdivision;

Course VI: Thence North 1°33′50″ West, along said line of Sublot No. 3, 272.46 feet to an iron pin stake set in the northerly line of said subdivision, being also the southerly line of land conveyed to Bruce and Betty J. Huston by deed recorded in Volume 66, Page 323 of Lake County Official Records;

Course VII: Thence North 88°26′10″ East, along said line 173.93 feet to the principal place of beginning and containing 1.902 acres of land according to a survey made in December, 2000 by Richard J. Bilski, Ohio Professional Surveyor No. 5244 of CT Consultants, Inc., Registered Surveyors and Engineers.

Bearings used herein are based upon the bearing of the centerline of Lost Nation Road as recorded in Volume 367, Page 387, of the Lake County Official Records.

Issued in Belleville, Michigan, April 2, 2001.

Irene Porter,

Manager, Detroit Airports District Office Great Lakes Region.

[FR Doc. 01–10136 Filed 4–24–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Approval From the Office of Management and Budget (OMB) for a New Public Collection of Information for National Airspace System (NAS) Data

AGENCY: Federal Aviation Administration (FAA), (DOT).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C.

3501 et seq.), the FAA invites public comment on a new public information collection which will be submitted to OMB for approval.

DATES: Comments must be submitted on or before June 25, 2001.

ADDRESSES: Comments may be mailed or delivered to FAA, at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF–100, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street, at the above address or on (202) 267–9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on the following new collection of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of collection. The following is a synopsis of the information collection activity which will be submitted to OMB for review and approval:

The FAA is collecting basic vendor information such as name, address, phone number, point of contact, purpose of request, type of data requested, and method of acquiring FAA NAS data. The FAA is collecting this information in order to assess the validity of the data requestor. This is a standardized collection vehicle that will eliminate confusion among the nine FAA regions, and allow electronic tracking of the standard data requested for trend analysis.

The requestors are primarily vendors in private industry who have been contracted by airport authorities to conduct various studies such as noise abatement pollution reduction. Other requestors could be private airport operators who may have a need to study various radar tracks to ascertain aircraft position within their particular airspace.

Typically, the requestor will need an hour and a half to three hours to fill out the form, depending upon the amount of supporting documentation required.

The data requestor is obligated to respond with the information requested in order for the FAA to objectively evaluate the validity of the request. With growing information security concerns, all interested parties who desire access to FAA NAS data must be able to satisfy the FAA that their need for the data will not violate current information security practices.

It is also noted that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. When assigned by OMB, the respondents will be notified of the control number.

Issued in Washington, DC on April 19, 2001.

Steve Hopkins,

Manager, Standards and Information Division, APF–100.

[FR Doc. 01–10241 Filed 4–24–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2001–31]

Petitions for Exemption; Summary of Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain dispositions of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

FOR FURTHER INFORMATION CONTACT: Forest Rawls (202) 267–8033, Sandy Buchanan-Sumter (202) 267–8029, or Vanessa Wilkins (202) 267–8029 Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to §§ 11.85 and 11.91.

Issued in Washington, DC, on April 18, 2001.

Gary A. Michel,

Acting, Assistant Chief Counsel for Regulations.

Docket No.: FAA–2001–9161.

Petitioner: Mid America Aviation, Inc.

Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/ Disposition: To permit Mid America to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft.

Grant, 04/06/2001, Exemption No. 7485.

Docket No.: FAA–2001–9159 (formerly Docket No. 28933).

Petitioner: Omniflight Helicopters, Inc.

Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/ Disposition: To permit Omniflight to operate certain aircraft under part 135 without a TSO–C112 (Mode S) transponder installed in the aircraft.

Grant, 04/06/2001, Exemption No. 6653B.

Docket No.: FAA–2000–8463 (formerly Docket No. 29515).

Petitioner: Peninsula Airways, Inc.

Section of the 14 CFR Affected: 14 CFR 91.323(b)(4).

Description of Relief Sought/ Disposition: To permit PenAir to operate two Grumman Goose G–21A aircraft (Registration Nos. N641 and N22932) at a maximum weight of 8,920 pounds.

Grant, 04/06/2001, Exemption No. 6963A.

Docket No.: FAA–2001–8762 (formerly Docket No. 26599).

Petitioner: Regional Airline Association.

Section of the 14 CFR Affected: 14 CFR 91.203.

Description of Relief Sought/ Disposition: To permit RAA-member airlines to temporarily operate certain U.S.-registered aircraft in domestic airline operations without the certificates of airworthiness or registration on broad the aircraft.

Grant, 04/06/2001, Exemption No. 5515E.

Docket No.: FAA–2001–9316.

Petitioner: TWA Airlines LLC., and American Airlines, Inc.

Section of the 14 CFR Affected: 14 CFR part 121, appendix I.

Description of Relief Sought/ Disposition: To permit employees performing safety sensitive functions for Trans World Airlines, Inc., to perform identical functions for TWA LLC without being subject to additional pre-employment drug testing.

Grant, 04/06/2001, Exemption No. 7480.

Docket No.: FAA–2001–9350.

Petitioner: TWA Airlines, LLC.

Section of the 14 CFR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought/ Disposition: To permit a qualified and authorized check airmen, in lieu of an FAA inspector, to observe a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424 during at least one flight leg that includes one takeoff and one landing.

Grant, 04/06/2001, Exemption No. 7479.