

assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports Districts Office in Belleville, Michigan.

The Columbus Municipal Airport Authority submitted to the FAA on June 14, 1999, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from January 1, 1997 through December 31, 1997. The Port Columbus International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on January 3, 2000. Notice of this determination was published in the **Federal Register** on February 4, 2000.

The Port Columbus International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from June 14, 1999 to the year 2003. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on July 14, 2000, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained twenty-two (22) proposed actions for noise mitigation on and/or off the airport, as applicable. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program therefore, was approved by the FAA effective January 10, 2001.

Outright approval was granted for all twenty-two (22) of the specific program elements. Five (5) of the twenty-two (22) measures submitted are listed as "Noise Abatement Plan Measures." These include an amendment to the Night Time Aircraft Maintenance Runup Policy to designate an additional run-up location at the north airfield; the construction of a new run-up barrier at the north airfield; continue use of the informal Nighttime Preferential Runway Use program in effect at CMH with an amendment to increase nighttime use of

Runway 10L/28R; amend FAA Tower Order CMH ATCT 7110.1 and publish an informal preferential runway use system in the Airport Facilities Directory to maximize east flow; and amend the language in the FAA Tower Order CMH ATCT 7110.1 and FAA Notice CMH ATCT N7110.22 to comply with FAA requirements. Eleven (11) of the twenty-two (22) measures are listed as "Land Use Measures." These include noise insulation of noncompatible structures, residences, and churches within the DNL 65+ dB contour of the Year 2003; seek cooperation from the City of Columbus and Franklin County to amend their Land Use Compatibility Standards and the boundaries of the Airport Environs Overlay (AEO) District; encourage Franklin County to amend their County Zoning Resolutions; encourage Jefferson Township and the City of Gahanna to adopt the AEO-Airport Environs Overlay District as part of their zoning regulations; encourage Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt subdivision codes and building codes applicable to the AEO district; encourage the Board of Realtors to participate in voluntary fair disclosure program for property located within the AEO District; periodically place advertisements in the real estate sections of local newspapers delineating the boundaries of the AEO District; purchase the Buckles property. Six (6) of the twenty-two (22) measures are listed as "Program Management Measures." These include maintaining the noise abatement measure of the FAA ATCT Tower Order; maintaining the Noise Management Office, public involvement program, and the noise and flight track monitoring system; routinely update the noise contours and periodically update the noise program; and establish a land use compatibility task force.

These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator on January 10, 2001. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Columbus Municipal Airport Authority.

Issued in Belleville, Michigan, March 8, 2001.

Irene Porter,

Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 01-8441 Filed 4-5-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aging Transport Systems Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee.

DATES: The meeting will be held on April 25 and 26, 2001 and will begin at 9 a.m. on April 25.

ADDRESSES: The meeting will be held at FAA in the Bessie Coleman Conference Center, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail shirley.stroman@faa.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given of a meeting of the Aging Transport Systems Rulemaking Advisory Committee, which will be held at FAA, the Bessie Coleman Conference Center, 800 Independence Avenue, SW., Washington, DC 20591.

The meeting agenda will include the following:

April 25, 2001

- Review and Approve Minutes
- Present New Tasks
- Review ATSRAC Rulemaking Process
- Review Tasking Schedule
- Begin Discussion of Tasks

April 26, 2001

- Continue Discussion of Tasks

Attendance is open to the public but will be limited to the availability of meeting room space. The FAA will arrange teleconference capability for individuals who wish to participate by teleconference if we receive notification before April 12. Callers from outside the Washington, DC metropolitan area will be responsible for paying long distance charges. We can also provide sign and oral interpretation as well as a listening device if requests are made within 10 calendar days before the meeting. You may arrange for these services by contacting the person listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee at any time by providing 20 copies to the

Committee's Executive Director or by bringing the copies to the meeting. Public statements will only be considered if time permits.

Issued in Washington, DC on March 29, 2001.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 01-8442 Filed 4-5-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2001-8698]

Petition for Special Approval of Alternative Fuel Tank Safety Standard Petition for Waiver of Compliance

In accordance with Title 49 of the Code of Federal Regulations (CFR), part 238 (Passenger Equipment Safety Standards), and 49 CFR part 211 (Rules of Practice), notice is hereby given that the Federal Railroad Administration (FRA) has received a request captioned as a petition for special approval to use an alternative fuel tank safety standard. FRA is hereby providing the public an opportunity to comment on this petition.

As specified in 49 CFR part 238.223 (Locomotive fuel tanks), paragraph (a), external passenger locomotive fuel tanks must comply with safety requirements contained in appendix D to 49 CFR part 238, or an industry standard providing at least an equivalent level of safety if approved by FRA under 49 CFR part 238.21. The American Public Transportation Association (APTA) has petitioned FRA for special approval to use industry standard APTA SS-C&S-007-98 Rev. 1, Standard for Fuel Tank Integrity on Non-Passenger Carrying Passenger Locomotives, as an alternative standard to fulfill the requirements of 49 CFR part 238.223. APTA's petition, including a copy of APTA SS-C&S-007-98 Rev. 1 and a comparison of this standard to FRA's requirements specified in 49 CFR part 238.223, is available for public examination as explained below.

APTA's petition for special approval appears to encompass both the external passenger locomotive fuel tank safety standards in 49 CFR part 238.223, paragraph (a), and the internal passenger locomotive fuel tank safety standards specified in 49 CFR part 238.223, paragraph (b).

FRA notes that 49 CFR part 238.223, paragraph (b), does not expressly provide the opportunity to seek special approval of an alternative, internal fuel

tank safety standard. Insofar as a portion of APTA's request relates to the internal fuel tank safety standard specified in 49 CFR part 238.223, paragraph (b), FRA will consider that portion of the request a request for a waiver of compliance to be evaluated under the requirements of 49 CFR part 211. Otherwise, FRA will evaluate APTA's request as a petition for special approval of an alternative, external locomotive fuel tank safety standard to be evaluated under the requirements of 49 CFR part 238.

Interested parties are invited to participate in this proceedings by submitting written views, data, or comments as to the safety of APTA's alternative fuel tank safety standard. FRA does not anticipate scheduling a public hearing in connection with this proceeding. If any interested party desires an opportunity for oral comment, he or she should notify FRA, in writing, before the end of the comment period and specify the basis for the request. All communications concerning this proceeding should identify the appropriate docket number, Docket Number FRA-2001-8698, and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street SW., Washington, DC 20590.

Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC on March 26, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-8433 Filed 4-5-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49, Code of Federal Regulations (CFR), notice is hereby given that the Guilford Rail System (GRS) has petitioned the Federal Railroad Administration (FRA) for a waiver of the Federal Track Safety Standards, Section 213.113, Defective

Rails, which requires specific remedial actions for various types of rail flaws.

The Guilford Rail System

[Docket Number FRA-2000-8623]

GRS states that it voluntarily instituted a program to perform continuous searches for internal defects on certain lower speed branch lines when the Track Safety Standards do not mandate those inspections to be made. The standards require internal flaw inspections at various frequencies on Class 3 through 9 track.

In the event that rail defects are located during the additional rail inspections, which are not required by the safety standards, GRS requests that the railroad be able to use its discretion to decide whether operational safety would be protected by applying speed restrictions as the remedial action, or whether the specific remedial actions required by Section 213.113 are warranted. According to GRS, the goal of the program is to discover and address defects in rails before those conditions reach a level that may affect the safety of trains.

GRS states that the effect of the program would be to promote safety by allowing it to perform more comprehensive rail inspections. GRS expects the waiver to increase the safety on branch lines, with the expectation of fewer instances of derailments due to track conditions.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding, however, if any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning this proceeding should be identified with Docket Number FRA-2000-8623 and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, 400 7th Street, SW., Washington, DC 20590-0001.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered to the extent possible. GRS's petition and all written communications concerning this proceeding are available for examination during regular business hours (9 a.m.-5 p.m.) at the DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. All documents in the public docket are also available