

arguments. You must identify the title of the AC and submit comments in duplicate to the address specified above. The Transport Airplane Directorate will consider all comments received on or before the closing date for comments before issuing a revision to the AC.

Discussion

By a notice of proposed rulemaking published in this same issue of the **Federal Register**, the Federal Aviation Administration (FAA) proposes to amend the airworthiness standards for transport category airplanes concerning the airspeed indicating system. The proposed amendment would update the current standards by adding airspeed indication requirements for speeds greater than and less than the speed range for which airspeed indication accuracy requirements currently apply, would add a requirement that airspeed indications not cause the pilot undue difficulty between the initiation of rotation and the achievement of a steady climbing condition during takeoff, and would also add a requirement to limit the effects of airspeed lag. The proposed amendment would harmonize these standards with those being proposed for the European Joint Aviation Requirements (JAR-25).

To address the additional rulemaking requirements proposed for part 25, the FAA also proposes to revise Advisory Circular (AC) 25-7A to describe acceptable means of showing compliance with the proposed rule. This revision only addresses guidance material associated with the airspeed indicating system, and should not be confused with other proposed revisions of AC 25-7A for which the FAA is currently seeking comment. Issuance of a revised AC is contingent on adoption of the proposed revisions to part 25.

Proposed Revisions to AC 25-7A

1. Replace existing paragraph 177a(1)(v) with new paragraphs a(1)(v) and (vi) to read as follows:

(v) An acceptable means of compliance when demonstrating a perceptible speed change between 1.3 V_S to stall warning speed is for the rate of change of IAS with CAS to be not less than 0.75.

(vi) An acceptable means of compliance when demonstrating a perceptible speed change between V_{MO} to $V_{MO} + \frac{2}{3}(V_{DF} - V_{MO})$ is for the rate of change of IAS with CAS to be not less than 0.50.

2. Redesignate existing paragraph 177a(1)(v), Airspeed Lag, as paragraph 177a(1)(vii).

Issued in Renton, Washington, on May 2, 2001.

Lirio L. Nelson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-12104 Filed 5-14-01; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Meeting

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice.

SUMMARY: This notice announces the first meeting of the FAA Aircraft Repair and Maintenance Advisory Committee. The purpose of the meeting is to establish the Committee's specific goals and objective pursuant to its congressional mandates and determine the tasking and final product of the committee.

DATES: The meeting will be held June 12, 2001, 8 a.m. to 4:30 p.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Ave., SW., Bessie Coleman Conference Center, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

Ellen Bowie, Federal Aviation Administration (AFS-340), 800 Independence Avenue, SW., Washington, DC 20591; phone (202) 267-9952; fax (202) 267-5115; e-mail: Ellen.Bowie@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the FAA Aircraft Repair and Maintenance Advisory Committee to be held on June 12, at the Federal Aviation Administration, 800 Independence Avenue, SW., Bessie Coleman Conference Center, Washington, DC 20591. The agenda will include:

- Welcome and Introductions—Angela Elgee, Executive Director.
- Remarks by Secretary Norman Mineta.
- Selection of Committee Chairman and Assistant Committee Chairman.
- Review of Committee's Congressional Mandate.
- Discussion on Committee Goals and Objectives Relative to the Congressional Mandate.
- Identification of Maintenance and Repair Station Issues Relative to Congressional Mandate.

- Identification of Future Committee Tasks.

- Discussion on Working Groups and Assignment of Tasks to Working Groups.

- Scheduled Statements or Presentations by Member of the Public.

- Discussion on Future Meeting Dates.

- Closing Remarks and Adjournment.

Attendance is open to the public but will be limited to the availability of meeting room space. Please contact Ms. Ellen Bowie at the number listed above if you plan to attend the meeting or to present a verbal statement.

Requests to present a verbal statement must include a written summary of remarks. Please focus your remarks on the tasks, specific activities, projects or goals of the Advisory Committee, and benefits to the aviation public. Speakers will be limited to 5 minute presentations. Send written requests to Ellen Bowie, AFS-340, Federal Aviation Administration, 800 Independence Avenue, Washington, DC 20591.

Individuals making verbal presentations at the meeting should bring 25 copies to give to the Committee's Executive Director. Copies may be provided to the audience at the discretion of the submitter.

Dated: Issued in Washington, DC on May 8, 2001.

Angela B. Elgee,

Executive Director.

[FR Doc. 01-12111 Filed 5-14-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 01-03-C-00-LWS To Impose and Use, the Revenue from a Passenger Facility Charge (PFC) at Lewiston-Nez Perce County Regional Airport, Submitted by the City of Lewiston and Nez Perce County, Lewiston-Nez Perce County Regional Airport, Lewiston, ID

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 Lewiston-Nez Perce County Regional Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before June 14, 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. Robin Turner, Airport Manager, at the following address: City of Lewiston and Nez Perce County, 406 Burrell Avenue, Lewiston, ID 83501.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Lewiston-Nez Perce County Regional Airport, 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 01-03-C-00-LWS to impose and use PFC revenue at Lewiston-Nez Perce County Regional Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 4, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Lewiston and Nez Perce County, Lewiston-Nez Perce County Regional Airport, Lewiston, Idaho was substantially complete within the requirements of § 158.25. The FAA will approve or disapprove the application, in whole or in part, no later than August 7, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: October 1, 2001.

Proposed charge expiration date: July 1, 2011.

Total requested for use approval: \$1,171,746.

Brief description of proposed project: Security Perimeter Fencing; Reconstruct Portion of Taxiways A, B and H; Airport Signing; Acquisition of Aircraft Rescue and Fire Fighting Truck & Equipment; Master Plan Update; Reconstruct Taxiway B (Phase II) and Construct Taxiway M; Acquire Passenger Lift Device; Reconstruct Taxiway B (Phase III) and Rehabilitate Terminal Ramp; Construct Midfield Taxiway and Rehabilitate Runway 11/29; Install

Security Gates; Precision Approach Path Indicator Installation on Runways 11/29 and 8/26; Construct Safety Area for Runway 8 Approach and part 77 Obstruction Removal.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Non scheduled air taxi/commercial operators utilizing aircraft having seating capacity of less than 20 passengers.

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 315, 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 Lewiston-Nez Perce County Regional Airport.

Issued in Renton, Washington on May 4, 2001.

David A. Field,

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

[FR Doc. 01-12107 Filed 5-14-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at San Francisco International Airport, San Francisco, CA

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 the revenue from a PFC at San Francisco International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before June 14, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division,

15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John L. Martin, Airport Director, San Francisco International Airport, at the following address: P.O. Box 8097, San Francisco, CA. Air carriers and foreign air carriers may submit copies of written comments previously provided to the San Francisco Airport Commission under § 158.23.

FOR FURTHER INFORMATION CONTACT:

Marlys Vandervelde, Airports Program Analyst, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 to impose and use the revenue from a PFC at San Francisco International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). On April 27, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the San Francisco Airport Commission was substantially complete within the requirements of § 158.25. The FAA will approve or disapprove the application, in whole or in part, no later than July 28, 2001.

The following is a brief overview of the use application:

No.: 01-01-C-00-SFO

Level of proposed PFC: \$4.50.

Charge effective date: October 1, 2001.

Proposed charge expiration date: June 1, 2003.

Total estimated PFC revenue: \$112,738,745.

Brief description of the proposed project: Project Development Costs Associated with the Reconfiguration of Runways.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Nonscheduled/On-Demand Air Carriers filing FAA Form 1800-31.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd.,