

during engine certification testing. For airplanes with a certification basis prior to Amendment 23–53, test is typically required if the specific operating considerations contained in the part 23 rule were not addressed during engine certification.

When evaluating areas of concern with the installation, consider areas where water pooling with subsequent ingestion or shed of localized “slugs” of water normally not addressed during engine certification might occur. Some examples are inlet system channels, indentations, and so forth. These are typical of turbopropeller or S-duct type inlets that have complex geometry to allow water pooling. This consideration is usually not a concern with simple pitot style inlets typical of most part 23 turbofan/jet engine installations. However, due to the large diversity of turbine engine installations in part 23 airplanes, all installations should be evaluated to determine if areas of concern exist. For example, there are turbofan installations that use S-style inlet ducts that may have areas of concern.

Therefore, part 23 turbine engine installations typically require testing since the vast majority of these are turbopropeller installations. However, if design analysis shows that the installation will not affect the water ingestion characteristics (for example, a simple and typical pitot style inlet installation) and engine certification addressed the specific conditions addressed in the part 23 rule, this analysis combined with engine certification testing may be adequate to demonstrate rain ingestion compliance.

Also, since the rain ingestion requirements in part 33 were not added until Amendment 33–6, the airplane applicant needs to evaluate the engine’s certification basis to determine if the engine has been subjected to part 33 rain ingestion testing. If the engine does not have Amendment 33–6 or a subsequent amendment as part of the certification basis, in accordance with § 23.903(a)(2)(iii), the engine must have a safe service history of rain ingestion in similar installations.

If it is determined that testing for rain ingestion should be performed, flight test is not required. The intent of the part 23 rule is to ensure that the engine installation has not deteriorated the rain ingestion tolerance of the certificated engine. Since a ground static engine test normally demonstrates engine certification compliance, use of installation ground tests at the required power/thrust settings has been commonly accepted as a means of compliance.

The applicant can use design analysis to determine critical configurations and conditions of the installation. This might reduce required installation tests to the critical configurations and conditions instead of repeating the entire part 33 test conditions. Engine certification should address the results of the critical point analysis for the engine; therefore, it is important for the engine installer to research the conditions and requirements used for engine certification.

#### *Other Considerations for Compliance*

Amendment 23–53 also added requirements for ice, hail, and birds. Examples of installation issues normally not addressed by engine certification, but that should be addressed for installation compliance, include the following: ice build-up on areas where ice shed may be ingested by the engines (for example, ice shed from wings and airframe sources into aft mounted engines) and consideration of items such as inlet splitters, acoustic liners, and so forth, that may be damaged by impact with ice, hail, and birds.

Issued in Kansas City, Missouri on December 14, 2000.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 01–347 Filed 1–4–01; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

#### **Environmental Impact Statement: Rensselaer County, NY**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Rensselaer County, New York.

#### **FOR FURTHER INFORMATION CONTACT:**

Thomas C. Werner, Regional Director,  
New York State Department of  
Transportation, Region One, 84  
Holland Avenue, Albany, New York  
12208, Telephone: (518) 474–6178.  
or

A. Graham Bailey, Acting Division  
Administrator, Federal Highway  
Administration, New York Division,  
Leo W. O’Brien Federal Building, 7th  
Floor, Clinton Avenue and North  
Pearl Street, Albany, New York 12207,  
Telephone: (518) 431–4127.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the New York State Department of Transportation (NYSDOT), will be preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on a proposal to provide a new connector road to Interstate 90 (I–90), in Rensselaer County, New York. The proposed improvement would involve the construction of a new limited access highway that extends from the terminus of the existing Interstate 90 Exit 8 at Route 43 northerly on an alignment about ½ mile west of Route 4 and curving northeasterly to an intersection with Route 4 in the vicinity of the Hudson Valley Community College (HVCC), a distance of 5.1 km (3 miles). Improvements to the corridor are considered necessary to provide for the projected traffic demand. Project objectives include reducing forecast congestion and promoting economic development along the Route 4 corridor, supporting the land use goals and master plans of local communities, and improving mobility for pedestrians, bicyclists, and transit users. The project also seeks to establish an Intelligent Transportation System (ITS) “in situ laboratory facility” on the new roadway and segments of the other existing area roadways.

Alternatives under consideration include: (1) providing a new limited access highway from the terminus of the existing Interstate 90 Exit 8 northerly to terminate at Route 136 (Williams Road); (2) providing a new limited access highway from the terminus of the existing Interstate 90 Exit 8 northerly to the vicinity of the Hudson Valley Community College (HVCC). Incorporated into and studied with the alternatives will be design variations of grade and alignment and intersection modifications.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. Also planned are early coordination and exchanges of information meetings, direct requests to other agencies to become cooperating agencies, and early notification and solicitation with entities affected by the proposed action through the clearinghouse process. A series of public information meetings and public hearings will be held between January and December, 2001. Public notice will be given of the time and place of the meetings and hearings. The draft EIS will be available for public and agency review and comment. No

formal scoping meeting is planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSDOT or FHWA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal Programs and activities apply to this program.)

**Authority:** 23 U.S.C. 315; U.S.C. 771.123.

Issued on: December 18, 2000.

**Douglas P. Conlan,**

*District Engineer, Federal Highway Administration, Albany, New York.*

[FR Doc. 01-291 Filed 1-4-01; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA-2000-8494]

#### Transportation Equity Act for the 21st Century; Implementation Guidance for Financial Plans of Mega Projects

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of availability of guidance with request for comment.

**SUMMARY:** This document provides notice of the availability of implementation guidance on financial plans for Federal highway projects with an estimated total cost of \$1 billion or more (mega projects). This guidance provides information and assistance to the States in preparing the annual financial plan for projects as required by section 1305(b) of the Transportation Equity Act for the 21st Century (TEA-21).

**DATES:** Comments must be submitted on or before March 2, 2001.

**ADDRESSES:** Mail or hand deliver comments to the docket number that appears in the heading of this document to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and

copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carol Jacoby, Contract Administration Group Leader, HIPA-30, (202) 366-1561; or Mr. Harold Aikens, Office of the Chief Counsel, HCC-30, (202) 366-0791. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access and Filing

You may submit or retrieve comments online through the Document Management System (DMS) at: <http://dmses.dot.gov/submit>. Acceptable formats include: MS Word (versions 95 to 97), MS Word for Mac (versions 6 to 8), Rich Text File (RTF), American Standard Code Information Interchange (ASCII)(TXT), Portable Document Format (PDF), and WordPerfect (versions 7 to 8). The DMS is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the web site.

An electronic copy of this document may also be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may also reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's web site at: <http://www.access.gpo.gov/nara>.

##### Availability of Guidance

The financial plan guidance may be obtained by calling (202) 366-1561 or may be viewed at the FHWA web page as follows: <http://www.fhwa.dot.gov/infrastructure>.

##### Background

Section 1305(b) of the TEA-21, Public Law 105-178, 112 Stat. 107 at 229, was signed into law on June 9, 1998, and modified 23 U.S.C. 106 by adding subsection (h), which requires that a recipient of Federal financial assistance for a project with an estimated total cost of \$1 billion or more submit to the Secretary of Transportation an annual financial plan for the project. The TEA-21 requires that the plan be based on detailed annual estimates of the cost to complete the remaining elements of the project and on reasonable assumptions

of future increases in the cost to complete the project. Current and potential funding shortfalls must be identified, and future financial resources must be committed to fund the completion of the project.

The content and format of the Initial Financial Plan, annual updates, and core exhibits is intended to encourage consistency in the way the documents are prepared. This consistency of content and format will allow for ease of understanding and review by the U.S. DOT Office of the Secretary, the Congress, the upper echelon of transportation executives, and professionals who routinely deal with these projects.

This guidance is effective immediately for all mega projects with construction less than fifty percent complete as of May 31, 2000. Revisions to this guidance may be made in the future after the initial implementation, and pending receipt of significant comments.

**Authority:** 23 U.S.C. 106(h) and 315; 49 CFR 1.48.

Issued on: January 2, 2001.

**Kenneth R. Wykle,**

*Federal Highway Administrator.*

[FR Doc. 01-393 Filed 1-4-01; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Best Practices Procurement Manual; Conflicts of Interest Guidance

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice and request for comments on proposed updates to FTA's Best Practices Procurement Manual; Conflicts of Interest.

**SUMMARY:** The Federal Transit Administration (FTA) is developing additional guidance on identifying and addressing real and apparent conflicts of interest on contracts involving federal financial assistance. FTA is seeking input from interested parties on this issue, including examples of problems and best practices for avoiding and/or dealing with conflicts of interest. Upon consideration of the comments, FTA will issue additional guidance on conflicts of interest for inclusion in the FTA Best Practices Procurement Manual.

**DATES:** Comments must be received on or before February 28, 2001.

**ADDRESSES:** The draft guidance material is available for public review on the