

Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before October 30, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C. Barry Bateman, Airport Director of the General Mitchell International Airport, Milwaukee, WI at the following address: 5300 S. Howell Ave., Milwaukee, WI 53207-6189.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Milwaukee County under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Sandra E. DePottey, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, 612-713-4363. 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 a PFC at General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 6, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by Milwaukee County was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 5, 2000.

The following is a brief overview of the application.

PFC application number: 06-00-C-00-MKE.

Level of proposed PFC: \$3.00.

Proposed charge effective date: June 1, 2004.

Proposed charge expiration date: July 1, 2006.

Total estimated PFC revenue: \$22,667,375.00.

Brief description of the proposed projects:

Impose and use General Mitchell: Rehabilitate taxiway A and A3, reconstruct perimeter road, rehabilitate

runway 7R/25L, C concourse stem and 6 gate expansion (design), acquire flight information display and paging system, master plan update, terminal apron joint repair, seal coating runway 71/25R and runway 13/31, conduct electrical master plan study, rehabilitate taxiway B from R to G, construct abrasive storage building, upgrade security system, install runway 1L/19R centerline and touchdown zone lighting, C concourse taxiway expansion, baggage claim remodeling (design), rehabilitate taxiway M at B, construct maintenance storage building, construct hush house noise suppressor structure (design). *Impose and use Lawrence J. Timmerman:* pavement rehabilitation. *Impose only General Mitchell:* C concourse stem and 6 gate expansion (construction).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: air taxi/commercial operators filing FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

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

Issued in Washington, D.C. on September 21, 2000.

Eric Gabler,

Manager, Passenger Facility Charge Branch, Airports Division.

[FR Doc. 00-24867 Filed 9-27-00; 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 Monterey Peninsula Airport, Monterey, 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 Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of

the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before October 30, 2000.

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 Ms. Susan Kovalenko, Manager, Support Services, of Monterey Peninsula Airport District at the following address: 200 Fred Kane Drive, Suite 200, Monterey, CA 93940. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Monterey Peninsula Airport District under section 158.23 of part 158.

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 Monterey Peninsula Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 14, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Monterey Peninsula Airport District was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 14, 2000.

The following is a brief overview of the application No. 00-06-C-00-MRY.

Level of proposed PFC: \$3.00.

Proposed charge effective date: March 1, 2001.

Proposed charge expiration date: October 1, 2001.

Total estimated PFC revenue: \$362,895.

Brief description of the proposed projects: Rehabilitate Terminal Storm Drain, Expand Safety Building,

Reconstruct SE Hangar Pavement, Y2K Assessment/Upgrade Security Access Control, South Ramp Security Fence, Taxiway D Reconstruction, SE Water Main Extension, Upgrade Airfield Lighting System, South Ramp Storm Drain Extension, Environmental Study for 10R/28L Service Road, Environmental Study for Airport Road Extension, Phases 2 and 3, North Side Perimeter Fence Replacement, Upper Mezzanine Elevator, Fire Apparatus Pump Upgrade and Vegetation/Wildlife Management Plan.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Unscheduled/intermittent part 135 Air Taxi/commercial operators.

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., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Monterey Peninsula Airport District.

Issued in Hawthorne, California, on September 14, 2000.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 00-24936 Filed 9-27-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement Number ACE-00-23.561-01]

Issuance of Policy Statement, Methods of Approval of Retrofit Shoulder Harness Installation in Small Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of policy statement.

SUMMARY: This document announces an FAA general statement of policy applicable to modifying small airplanes. This document advises the public, in particular, small airplane owners and modifiers, of more information related to acceptable methods of approval of retrofit harness installations. This notice is necessary to tell the public of FAA policy.

FOR FURTHER INFORMATION CONTACT: Michael Reyer, Federal Aviation Administration, Small Airplane Directorate, ACE-111, Room 301, 901

Locust, Kansas City, Missouri 64106; telephone (816) 329-4131; fax 816-329-4090; e-mail: michael.reyer@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

This notice announces the following policy statement, ACE-00-23.561-01. The purpose of this statement is to address methods of approval for retrofit shoulder harness installations in small airplanes.

What Is the General Effect of This Policy?

The FAA is presenting this information as a set of guidelines suitable for use. However, we do not intend that this policy set up a binding norm; it does not form a new regulation and the FAA would not apply or rely on it as a regulation.

The FAA Aircraft Certification Offices (ACO's) and Flight Standards District Offices (FSDO's) that certify changes in type design and approve alterations in normal, utility, and acrobatic category airplanes should try to follow this policy when appropriate. Applicants should expect the certificating officials would consider this information when making findings of compliance relevant to retrofit shoulder harness installations.

As with all advisory material, this statement of policy identifies one way, but not the only way, of compliance.

General Statement of Policy

Summary

A retrofit shoulder harness installation in a small airplane may receive approval by Supplemental Type Certificate (STC), Field Approval, or as a minor change. An STC is the most rigorous means of approval and offers the highest assurance the installation meets all the airworthiness regulations. A Field Approval is a suitable method of approval for a shoulder harness installation that needs little or no engineering. Shoulder harness installations may receive approval as a minor change in certain cases. In such cases, the FAA certificated mechanic who installs the shoulder harness records it as a minor change by making an entry in the maintenance log of the airplane.

The FAA does not encourage the approval of retrofit shoulder harness installations as minor changes. The preferred methods of approval are Supplemental Type Certificate or Field Approval. However, the FAA should not forbid the approval of a retrofit shoulder harness installation as a minor change in:

- The front seats of those small airplanes manufactured before July 19, 1978, and
- In other seats of those small airplanes manufactured before December 13, 1986.

A retrofit shoulder harness installation may receive approval as a minor change in these small airplanes if:

- The installation requires no change of the structure (such as welding or drilling holes).
- The certification basis of the airplane is 14 CFR part 23 before Amendment 23-20, part 3 of the Civil Air Regulations, or a predecessor regulation.

In addition, a minor change installation should follow the guidance for hardware, restraint angles, and attachment locations provided in:

- Advisory Circular (AC) 43.13-2A, Acceptable Methods, Techniques, and Practices Aircraft Alterations.

- AC 21-34, Shoulder Harness—Safety Installations.

- AC 23-4, Static Strength Substantiation of Attachment Points for Occupant Restraint System Installations.

Installations approved as a minor change may not provide the occupant with the protection required by regulation (Civil Air Regulation (CAR) 3.386 or 14 CFR part 23, 23.561). However, a properly installed retrofit shoulder harness installation is a safety improvement over occupant restraint by seat belt alone.

Introduction

In January 1997, the Anchorage Aircraft Certification Office (ACO) Manager requested the Small Airplane Directorate to study the issue of retrofit shoulder harness installations in small airplanes. The Anchorage ACO specifically requested guidance for a Supplemental Type Certificate (STC) project to install shoulder harness in Piper PA-18 series airplanes. Shoulder harnesses are approved under Technical Standard Order (TSO)-C114 Torso Restraint Systems, or by other acceptable means appropriate to the certification basis of the airplane in which they will be installed. This policy statement addresses the approval of the shoulder harness installation only.

During 1998, the Small Airplane Directorate took part in the Aviation Safety Program to increase the use and effectiveness of occupant restraint systems in general aviation airplanes. This program supports the occupant survivability element of the Administrator's Safety Agenda for general aviation. The FAA has a goal of significantly reducing the number of fatal accidents over a ten-year period.