Issued in Anchorage, Alaska on February 28, 2001.

David S. Stelling,

Acting Manager, Airports Division, Alaskan Region.

[FR Doc. 01–6698 Filed 3–16–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (01–04–C–00–RIC) To Impose and Use The Revenue From a Passenger Facility Charge (PFC) at Richmond International Airport, Richmond, Virginia

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 passenger facility charge (PFC) at Richmond 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 April 18, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Arthur Winder, Project Manager, WASHINGTON AIRPORTS DISTRICT OFFICE, 23723 Air Freight Lane, Suite 210, Dulles, Va. 22016.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Jon E. Mathiasen, Executive Director, Capital Region Airport Commission, at the following address: Capital Region Airport Commission, 1 Richard E. Byrd Terminal Drive, Richmond International Airport, Virginia 23250–2400.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Capital Region Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Arthur Winder, Program Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Va. 22016, (703) 661–1363. 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 Richmond 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 February 16, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by Capital Region Airport Commission was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 17, 2001.

The following is a brief overview of the application.

PFC Application No.: 01–4–C–00–RIC.

Level of the proposed PFC: $3.00.

Proposed charge effective date: July 1, 2015.

Proposed charge expiration date: November 1, 2016.

Total estimated PFC revenue: $4,570,342.

Brief description of proposed project(s):

Extend Taxiway ''U'' (Impose & Use)

Repair/Replace Storm Drain system 2/20 (Impose & Use)

Refurbish Existing Concourse & Terminal (Impose & Use)

Deicing Collection System (Impose & Use)

Expand Concourse C and Apron (Impose & Use)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 On-demand air taxi/commercial operators (ATCO)

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 the FAA Regional Airports Office located at: Federal Aviation Administration, Airports Division, AEA–610, 1 Aviation Plaza, Jamaica, NY 11434–4809.

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

Issued in Dulles, VA. 22016, February 20, 2001.

Terry J. Page,

Manager, Washington Airports District Office.

[FR Doc. 01–5029 Filed 3–16–01; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANE–2000–33.94–R0]

Policy for Use of Structural Dynamic Analysis Methods for Blade Containment and Rotor Unbalance Tests

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; policy statement.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of policy for evaluating the use of structural dynamic analysis methods for blade containment and rotor unbalance tests.

DATES: The FAA issued policy statement number ANE–2000–33.94–R0 on March 8, 2001.

FOR FURTHER INFORMATION CONTACT: Jay Turnberg, FAA, Engine and Propeller Standards Staff, ANE–110, 12 New England Executive Park, Burlington, MA 01803; e-mail: *jay.turnberg@faa.gov*; telephone: (781) 238–7116; fax: (781) 238–7199. The policy statement is available on the Internet at the following address: *http://www.faa.gov/avr/air/ ane/ane110/hpage.htm.* If you do not have access to the Internet, you may request a copy of the policy by contacting the individual listed in this section.

SUPPLEMENTARY INFORMATION: The FAA published a notice in the **Federal Register** on January 10, 2001 (66 FR 2043) to announce the availability of the proposed policy and invite interested parties to comment.

Background

Engine manufacturers are developing and using various types of structural dynamic analysis methods to support both engine certification activities and aircraft manufacturers' certification activities. The FAA has developed policy to provide guidance for evaluating the use of structural dynamic analysis methods to show compliance with the requirements of § 33.94 of Title 14 of the Code of Federal Regulations, ''Blade containment and rotor unbalance tests.'' This policy specifically addresses paragraph (a) of § 33.94 for engine design and configuration changes. This policy does not create any new requirements.

Authority: 49 U.S.C 106(g), 40113, 44701– 44702, 44704.