

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]

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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.

Issued in Burlington, Massachusetts, on March 9, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directions, Aircraft Certification Service.

[FR Doc. 01-6702 Filed 3-16-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Docket No. FRA-2001-8889

Applicant: I & M Rail Link, LLC, Mr. Scott F. Woodward, Chief Engineer, Post Office Box 16330, Missoula, Montana 59808-6330

I&M Rail Link, LLC seeks approval of the proposed modification of the traffic control system, on the single main track, between Chillicothe and Braymer, Missouri, on the First Subdivision, consisting of the discontinuance and removal of controlled signals 16RA, and 16L at East Dawn, milepost 431.9; the discontinuance and removal of controlled signals 14R, and 14LA at West Dawn, milepost 432.8; 22R, and the installation of new back to back intermediate signals 4332 and 4333 at milepost 432.35.

The reason given for the proposed changes is that the siding track between East Dawn and West Dawn was retired by the previous owner, thereby eliminating the need for the controlled signals.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45

days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590-0001. 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>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on March 12, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-6734 Filed 3-16-01; 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 Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioners' arguments in favor of relief.

Minnesota Northern Railroad and St. Croix Valley Railroad (Docket Number FRA-2000-8368)

The Minnesota Northern Railroad and St. Croix Valley Railroad have petitioned for a permanent waiver of compliance for one locomotive, ILSX 904, from the requirements of Safety Glazing Standards, 49 CFR Part 223, which requires certified glazing.

This locomotive is intended for primary use on the St. Croix Valley Railroad in and near Hinkley, Minnesota. The St. Croix Valley Railroad operates in East Central Minnesota, the location of the railroad is largely rural, approximately 50% cultivated farm land and 50% wooded.

Interested parties are invited to participated in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. 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 these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-8368) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401, 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 as far as practicable. All written communication concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 7th Street, SW., Washington, DC. All documents in the public docket are 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 12, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-6733 Filed 3-16-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

[STB Ex Parte No. 585]

Surface Transportation Board

AGENCY: Surface Transportation Board

ACTION: Policy statement on use of third-party contracting In preparation of environmental documentation.

SUMMARY: This policy statement discusses the Surface Transportation Board's practice of using third-party contractors to aid in preparing environmental documentation necessary to comply with the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.*, and related environmental laws in Board proceedings.

DATES: This policy statement is effective upon publication.