

Non-precision approach runway marking for runway 4/22.
 Expand commuter apron.
 Environmental assessment for runway 17 extension.
 Construct T-hangar taxilane.

Extend taxiway M.
Determination: These projects were withdrawn by the public agency in its letter dated June 19, 2001. Therefore, the FAA did not rule on these projects in this decision.

Decision Date: June 29, 2001.

For Further Information Contact:
 Rusty Nealis, Atlanta Airports District Office, (404) 305-7142.

Amendments to PFC Approvals

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date.
99-01-C-01-AGS, Augusta, GA*	05/01/01	\$29,169,803	\$28,835,139	09/01/26	07/01/20
97-02-C-02-YNG, Youngstown, OH	05/30/01	384,078	440,178	07/01/02	02/01/02
94-02-C-04-DAY, Dayton, OH*	06/07/01	45,742,740	26,754,756	01/01/10	07/01/03
94-01-C-01-LNS, Lancaster, PA	06/07/01	1,750,800	1,483,000	02/01/15	02/01/09
96-01-I-02-ENV, Wendover, UT	06/07/01	6,807,996	142,300	12/01/32	10/01/99
96-02-U-01-ENV, Wendover, UT	06/07/01	NA	NA	12/01/32	10/01/99
98-03-C-03-CPR, Casper, WY	06/08/01	614,857	274,412	10/01/01	04/01/01
93-01-C-05-RHI, Rhinelander, WI	06/15/01	193,301	210,219	01/01/01	10/01/96
96-03-C-01-RHI, Rhinelander, WI	06/18/01	332,000	363,927	10/01/00	07/01/00
98-05-C-02-RHI, Rhinelander, WI	06/19/01	36,500	35,701	07/01/00	10/01/00
95-01-C-01-LIT, Little Rock, AR	06/20/01	32,765,055	25,164,000	06/01/03	09/01/01
96-02-U-01-LIT, Little Rock, AR	06/20/01	NA	NA	06/01/03	09/01/01
00-06-C-01-RHI, Rhinelander, WI*	06/20/01	335,056	445,303	02/01/03	01/01/04
96-01-C-01-BRL, Burlington, IA*	06/22/01	460,000	521,299	04/01/03	02/01/06
00-02-C-01-MFE, McAllen, TX	06/26/01	2,424,500	2,032,942	09/01/04	06/01/04
97-05-C-01-CMX, Hancock, MI	06/29/01	71,634	82,379	07/01/99	08/01/01

Note: The amendments denoted by an asterisk (*) include a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Augusta, GA, this change is effective on July 1, 2001. For Burlington, IA, Dayton, OH, and Rhinelander, WI, this change is effective on September 1, 2001.

Issued in Washington, DC, on July 31, 2001.
Eric Gabler,
 Manager, Passenger Facility Charge Branch.
 [FR Doc. 01-19645 Filed 8-6-01; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

[Policy Statement Number PS-ACE100-2001-03]

Proposed Small Airplane Directorate Policy on Static Strength Substantiation of Composite Airplane Structure

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces a Federal Aviation Administration (FAA) proposed policy on static strength substantiation of composite airplane structure. This notice advises the public, especially manufacturers of normal, utility, and acrobatic category airplanes, and commuter category airplanes used in non-scheduled service and their suppliers, that the FAA intends to adopt a new policy concerning static strength

substantiation. This notice is necessary to advise the public of this FAA policy and give all interested persons an opportunity to present their views on it.

DATES: Send your comments by September 6, 2001.

Discussion: On July 30, 2001, the Small Airplane Directorate issued a proposed policy statement. We are making this proposed policy statement available to the public and all manufacturers for their comments.

ADDRESSES: Copies of the proposed policy statement, PS-ACE100-2001-03, may be requested from the following: Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106. The proposed policy statement is also available on the Internet at the following address <http://www.faa.gov/avr/air/ace/acehome.htm>. Send all comments on this policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Lester Cheng, Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy, ACE-111, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (316) 946-4111; fax: 816-329-4090; e-mail: lester.cheng@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite your comments on this policy statement. Send any data or views as you may desire. Identify the Policy Statement Number PS-ACE100-2001-03 on your comments, and send two copies of your comments to the above address. The Small Airplane Directorate will consider all communications received on or before the closing date for comments. We may change the proposal contained in this notice because of the comments received.

You may also send comments to the following Internet address: lester.cheng@faa.gov. Comments sent by fax or the Internet must contain "Comments to proposed policy statement PS-ACE-100-2001-03" in the subject line. You do not need to send two copies if you fax your comments or send them through the Internet. If you send comments over the Internet as an attached electronic file, format it in either Microsoft Word 97 for Windows or ASCII text. State what specific change you are seeking to the proposed policy memorandum and include justification (for example, reasons or data) for each request.

Issued in Kansas City, Missouri on July 31, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-19736 Filed 8-6-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Child Restraint Systems (CRS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Technical Standard Order (TSO) pertaining to child restraint systems. The proposed TSO prescribes the minimum performance standards (MPS) that CRS must meet to identified with the marking "TSO-C100b."

DATES: Comments must be received on or before October 15, 2001.

ADDRESSES: Send all comments on the proposed technical standard order to: Bobbie Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. Comments must identify the TSO file number: TSO-C100b.

FOR FURTHER INFORMATION CONTACT: John Petrakis, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9274 or FAX (202) 267-5340.

Comments Invited

Interested persons are invited to comment on this proposed TSO by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed TSO may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. to 4:30 p.m. All communications received on or before

the closing date for comments specified above will be considered by the Director, Aircraft Certification Service before issuing the final TSO.

Background

the proposed TSO provides MPS for CRS for use in aircraft to restrain infants and small children during all phases of flight.

On February 12, 1997, the White House Commission on Aviation Safety and Security (the Commission) issued a final report to President Clinton that included a recommendation on CRS use on aircraft during flight. This report stated in pertinent part that "[t]he FAA should * * * require that all occupants be restrained during takeoff, landing, and turbulent conditions, and that all infants and small children * * * be restrained in an appropriate child restraint system, such as child safety seats, appropriate to their height and weight."

On February 18, 1998, the FAA published an Advance Notice of Proposed Rulemaking (ANPRM), in part, to respond to the Commission's recommendation. The notice requested public comment on issues related to the use of CRS in aircraft in order to ascertain the best regulatory approach to ensure the safety of children who are passengers in aircraft.

The FAA is developing a Notice of Proposed Rulemaking (NPRM) on the use of CRS on aircraft. We are considering whether to mandate the use of approved CRS on aircraft. This proposed TSO is essential to establishing a new and improved alternate means of approval for CRS used on aircraft.

Currently, Title 14 of the Code of Federal Regulations (14 CFR) §§ 91.107, 121.311, 125.211, and 135.128 set forth operational requirements on how CRS may be used on board aircraft. Under these regulations, today, a child under 2 years old may be held in an adult's lap throughout the flight, or parents may opt to use an approved CRS for children of this age group. If parents want to use a CRS, a separate passenger seat is required. If parents bought a ticket for the child, airlines are required to accommodate the use of approved CRS.

Performance and labeling requirements for CRS sold for use in the United States for both aircraft and automobiles are in 49 CFR 571.213, Federal Motor Vehicle Safety Standard, Standard No. 213 (FMVSS 213), Child restraint system. Certain CRS's that meet the requirements of FMVSS 213 for automobiles, such as booster seats and vest- and harness-type child restraint devices are prohibited for aircraft.

Specifically, on June 4, 1996, the FAA, with the National Highway Traffic Safety Administration (NHTSA), withdrew its approval for using booster seats and vest- and harness-type child restraint devices during takeoff, landing, and ground movement but not in-flight. At the same time, the FAA emphasized its existing prohibition against the use, in all aircraft, of lap-held CRS (including belly belts).

We propose that TSO C100b, Child Restraint Systems (CRS) is suitable for any aircraft application. The proposed TSO references the Society of Automotive Engineers (SAE) Aerospace Standard (AS) 5276/1, "Performance Standard for Child Restraint Systems in Transport Category Airplanes."

How To Obtain Copies

You can get a copy of the proposed TSO-C100b via FAA Internet website @ www.faa.gov/avr/air/airhome.htm or by request from the office listed above under "For Further Information Contact."

You may buy copies of SAE AS 5276/1, AS 8049A, ARP 4466 and RP J211 from the Society of Automotive Engineers, Inc., Department 331, 400 Commonwealth Drive, Warrendale, PA 15096-0001. Copies also can be obtained through the SAE Internet website @ www.sae.org.

You may buy copies of 14 CFR part 21, Subpart O, 14 CFR Part 25, and 49 CFR parts 571 and 572 from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9325. Copies also can be obtained from the Government Printing Office (GPO), electronic CFR Internet website @ www.access.gpo.gov/ecfr/.

You may get the following publications free of charge: Advisory Circular (AC) 20-110, "Index of Aviation Technical Standard Order," AC20-36, "Index of Articles Certified under the Technical Standard Order System," AC91-62, "use of Child Seats in Aircraft," DOT/FAA/AR-00/12, Aircraft Materials Fire Test Handbook" and TSO-C22g, "Safety Belts" may be obtained from the U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East business Center, 3341 Q 75th Avenue, Landover, MD 20785, telephone (301) 322-44779 or FAX (301) 386-5394. Copies also may be obtained from the FAA Internet website @ www.faa.gov/avr/air/airhome.htm and select from the "Available Information" drop down list.