

comment on the application to impose and use the revenue from a PFC at Washington Dulles International Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 21, 2005, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Metropolitan Washington Airports Authority 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 August 19, 2005.

The following is a brief overview of the application.

Proposed charge effective date: February 1, 2007.

Proposed charge expiration date: May 27, 2017.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$672,867,249.

Brief description of proposed project(s): People Mover System, Tunnels, and Stations.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO) required to file FAA form 1800-31.

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 office located at: Federal Aviation Administration, Eastern Region, 1 Aviation Plaza, Jamaica, New York 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Metropolitan Washington Airports Authority.

Issued in Dulles, Virginia, on May 19, 2005.

Terry J. Page,

Manager, Washington Airports District Office, Eastern Region.

[FR Doc. 05-10604 Filed 5-26-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement Number PS-ACE100-2005-10038]

Proposed Policy on Bonded Joints and Structures—Technical Issues and Certification Considerations

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces a Federal Aviation Administration (FAA) proposed policy statement on bonded joints and structures. This notice advises the public, especially manufacturers and repair facilities for aircraft structures that the FAA intends to adopt this policy. 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: Comments must be received on or before June 27, 2005.

ADDRESSES: Send all comments on the proposed policy statement to the individual identified under **FOR FURTHER**

INFORMATION CONTACT. Comments may be inspected at the Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri, between the hours of 8 and 4 p.m. weekdays, except Federal holidays.

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

Interested persons are invited to comment on this proposed policy statement by submitting written data, views, or arguments. Identify the proposed policy statement number, PS-ACE100-2005-10038, on your comments. If you submit your comments in writing, 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 the policy because of the comments received.

Comments sent by fax or the Internet must contain "Comments to proposed policy statement PS-ACE100-2005-10038" 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 Microsoft Word for Windows. State what specific change you are seeking to the proposed policy memorandum and include justification (for example, reasons or data) for each request.

Copies of the proposed policy statement, PS-ACE100-2005-10038, 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. In a few days, the proposed policy statement will also be available on the Internet at the following address <http://www.airweb.faa.gov/policy>.

Issued in Kansas City, Missouri, on May 19, 2005.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-10602 Filed 5-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Kootenai County, ID

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 Kootenai County, Idaho.

FOR FURTHER INFORMATION CONTACT: Mr. Edwin B. Johnson, Field Operations Engineer, Federal Highway Administration, 3050 Lake Harbor Lane, Suite 126, Boise, Idaho 83703, Telephone: (208) 334-9180; or Mr. David Karsann, Senior Environmental Planner, Idaho Transportation Department, District 1 Office, 600 West Prairie, Coeur d'Alene, ID 83815.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Idaho Transportation Department, will prepare an environmental impact statement (EIS) on a proposal to improve Interstate 90 (I-90) in Kootenai County, Idaho. The proposed improvements would involve access and mobility enhancements on I-90 between the Spokane Street west terminus interchange (approximately milepost (MP) 4.3) and State Highway (SH) 41 east terminus interchange (approximately MP 7.6) for a distance of about three (3) miles.

The purpose of this project is to provide transportation system solutions on the I-90 corridor, from the Spokane Street Interchange through the SH 41 Interchange, that will enhance access and cross-freeway mobility, improve traffic operations within the corridor