

eligibility of SSI claimants or beneficiaries.

*Type of Request:* Extension of an OMB-approved information collection.

*Number of Respondents:* 341,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 25 minutes.

*Estimated Annual Burden:* 142,083 hours.

Dated: March 18, 2003.

**Elizabeth A. Davidson,**

*Reports Clearance Officer, Social Security Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement Numbers ANE-2001-35.13-R0 and ANE-2001-35.31-R0]

#### Policy for Propeller Level Failure Effects; Policy for Bird Strike, Lightning, and Centrifugal Load Testing for Composite Propeller Blades

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; policy statements.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of policy for propeller-level failure effects and policy for bird strike, lightning, and centrifugal load testing for composite propeller blades.

**DATES:** The FAA issued policy statement numbers ANE-2001-35.13-R0 and ANE-2001-35.31-R0 on March 12, 2003.

**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](mailto:jay.turnberg@faa.gov); telephone: (781) 238-7116; fax: (781) 238-7199.

The policy statements are available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you may request a copy of the policies by contacting the individual listed in this section.

**SUPPLEMENTARY INFORMATION:** The FAA published a notice in the **Federal Register** on April 29, 2002 (67 FR 21012) to announce the availability of the proposed policies and invite interested parties to comment.

### Background

Many new propeller certification programs include composite blades and spinners and electronic controls. Part 35 of Title 14 of the Code of Federal Regulations (14 CFR part 35) does not have explicit safety standards for the substantiation of propellers with composite blades and spinners for bird strike, lightning strike, and centrifugal loads, nor does it address electronic controls and safety assessment. The safety standards for these design features and analyses have been incorporated into the propeller certification basis by issuing special conditions. Until rulemaking is finalized to incorporate these standards into part 35, individual propeller certifications that contain these novel or unusual design features must continue to be addressed with special conditions.

Policy Statement Number ANE-2001-35.13-R0 provides guidance for the development of those special conditions with regard to propeller-level failure effects. Policy Statement Number ANE-2001-35.31-R0 provides guidance for structurally substantiating propellers with composite blades and spinners for bird strike, lightning strike, and centrifugal loads. These policies do not create any new requirement.

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

Issued in Burlington, Massachusetts, on March 12, 2003.

**Mark C. Fulmer,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Wayne County, MI

**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 proposed international border crossing improvements in Wayne County, Michigan, including improvements to existing infrastructure, new border crossing(s) and new or expanded border processing facilities. The study is being undertaken in partnership with Transport Canada, the Michigan Department of Transportation, and the Ontario Ministry of

Transportation referred to below as the Border Partnership.

**FOR FURTHER INFORMATION CONTACT:** In the United States, James A. Kirschensteiner, Assistant Division Administrator, Federal Highway Administration, 315 West Allegan Street, Room 207, Lansing, Michigan 48933, Telephone: (517) 702-1835, Fax: (517) 377-1804, email: [james.kirschensteiner@fhwa.dot.gov](mailto:james.kirschensteiner@fhwa.dot.gov). Or, Margaret Barondess, Manager, Environmental Section, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909, Telephone: (517) 335-2621, Fax: (517) 373-9255, email: [barondessm@michigan.gov](mailto:barondessm@michigan.gov).

In Canada, James Lothrop, Manager Highway Programs, Transport Canada, Tower C, Place de Ville 18th Floor, 330 Sparks Street, Ottawa, ON K1A 0N5, Telephone: (613) 998-1902, Fax: (613) 990-9636, email: [lothroj@tc.gc.ca](mailto:lothroj@tc.gc.ca). Or, Fred Leech, Project Coordinator Ontario Ministry of Transportation (MTO), MTO Head Office, Garden City Tower, 4th Floor 301 St. Paul Street, St. Catharines, Ontario, L2R 7R4, Telephone: (905) 704-2218, Fax: (905) 704-2007, email: [Fred.Leech@mto.gov.on.ca](mailto:Fred.Leech@mto.gov.on.ca).

**SUPPLEMENTARY INFORMATION:** The FHWA, as a member of the Bi-National Border Partnership, will prepare an Environmental Impact Statement for a proposal to develop transportation improvements to alleviate traffic congestion and address future travel demand and capacity between southeast Michigan and southwest Ontario as identified in a Planning Needs and Feasibility study. The project would identify the purpose and evaluate needs, potential improvements to existing infrastructure, including new crossings, the potential for expansion or implementation of all modes of transportation (rail, highway, marine, etc.) and the need for new or improved border processing facilities to improve the safe and secure flow of people, goods, and services across the international border. Improvements are considered necessary to provide for increased international movement efficiencies both regionally and nationally.

The existing geographical international ways and means in Southeast Michigan and Southwest Ontario include the Blue Water bridges, the Detroit-Windsor Tunnel, the Ambassador Bridge, and railroad tunnels between Windsor and Detroit and Port Huron, Michigan, and Sarnia, Ontario, as well as a ferry that operates on the Detroit River.