

requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 20, 2004.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: June 1, 2004.

Proposed charge expiration date: December 31, 2005.

Total requested for use approval: \$120,671.

Brief description of proposed projects: Taxiway Overlay, Final Phase; Improve Terminal Building (Restrooms).

Class or classes of air carriers, which the public agency has requested, not be required to collect PFC's: None.

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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, VA 98055-4056.

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

Issued in Renton, Washington, on January 20, 2004.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 04-2198 Filed 2-2-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANE-2002-33.15-R0]

Policy for 14 CFR Section 33.15, Materials

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; policy statement.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of policy for 14 CFR 33.15, Materials.

DATES: The FAA issued policy statement number ANE-2002-33.15-R0 on January 21, 2004.

FOR FURTHER INFORMATION CONTACT: Tim Mouzakis, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA

01803; e-mail:

timoleon.mouzakis@faa.gov; telephone: (781) 238-7114; fax: (781) 238-7199.

The policy statement is 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 policy by contacting the individual listed in this section.

SUPPLEMENTARY INFORMATION: The FAA published a notice in the **Federal Register** on June 16, 2003 (68 FR 35770) to announce the availability of the proposed policy and invite interested parties to comment.

Background

The FAA, in cooperation with industry, has developed a multi-faceted strategy to improve the safety of high-energy rotors. This strategy includes improving the ultrasonic (UT) billet inspection of titanium (Ti) alloys used in fan disks and other critical rotating engine hardware. This policy establishes minimum safety standards for the UT billet inspection of Ti material used in the manufacturing of engine rotating components. This policy does not create any new requirements.

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

Issued in Burlington, Massachusetts, on January 21, 2004.

Francis A. Favara,

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

[FR Doc. 04-2200 Filed 2-2-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. PS-ANM100-2003-10019]

Evaluating a Seat Armrest Cavity for a Potential Fire Hazard

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of proposed policy on evaluating a seat armrest cavity for a potential fire hazard.

DATES: Send your comments on or before March 4, 2004.

ADDRESSES: Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Michael T. Thompson, Federal Aviation

Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail: *Michael.T.Thompson@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy is available on the Internet at the following address: *http://www.airweb.faa.gov/rgl*. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy. We will accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement No. PS-ANM100-2003-10019."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
- For each issue, state what specific change you are requesting to the proposed policy.
- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because of the comments received.

Background

Due to concern about trapped waste material being a potential fire hazard, the FAA has required seat armrest cavities to be either completely enclosed or have an open bottom. The FAA has conducted research and has determined that for typical armrest cavities, these conditions do not need to be met to prevent a fire hazard. Therefore, revised policy is being proposed.

Issued in Renton, Washington, on January 22, 2004.

K.C. Yanamura,

Acting Manager, Transplane Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-2197 Filed 2-2-04; 8:45 am]

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