

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 City of Chicago Department of Aviation.

Issued in Des Plaines, Illinois on December 9, 1999.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 99-33041 Filed 12-20-99 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (00-05-C-YKM) To Impose and Use, and Impose Only, the Revenue From a Passenger Facility Charge (PFC) at Yakima Air Terminal-McAllister Field, Submitted by the Yakima Air Terminal Board, Yakima Air Terminal-McAllister Field, Yakima, Washington

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, and impose only, PFC revenue at Yakima Air Terminal-McAllister Field under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before January 20, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250, Renton, Washington, 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bob Clem, Airport Manager, at the following address: 2400 West Washington Avenue, Yakima, Washington 98903.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Yakima Air Terminal-McAllister Field, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind

Avenue, SW, Suite 250, Renton, Washington, 98055-4056. 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 (00-05-C-00-YKM), to impose and use, and impose only, PFC revenue at Yakima Air Terminal-McAllister Field, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 13, 1999, the FAA determined that the application to impose and use, and impose only, the revenue from a PFC submitted by Yakima Air Terminal Board, Yakima, Washington, 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 March 14, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 2000.

Proposed charge expiration date: August 1, 2002.

Total requested for use approval: \$297,687.

Total requested for collection authority: \$480,000.

Brief description of proposed project: Impose and Use: Update Airport Layout Plan; Install Visual Navigational Aids; Purchase Radio Equipment; B Taxiway Rehabilitation. Impose Only: Construct West Perimeter Road.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above or 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, S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Yakima Air Terminal-McAllister Field.

Issued in Renton, Washington on December 13, 1999.

David A. Field,

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

[FR Doc. 99-33040 Filed 12-20-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Certification Basis for Garlick Helicopters, Inc. Model GH205A Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Type Certification Basis.

SUMMARY: This document establishes the type certification basis for Garlick Helicopters, Inc. Model GH205A helicopters. It is published in the interest of keeping the public informed and to advise all interested persons of the airworthiness standards applicable to Model GH205A helicopters.

FOR FURTHER INFORMATION CONTACT: Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Fort Worth, Texas 76193-0110, telephone (817) 222-5116, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION:

Background

On December 9, 1993, Garlick Helicopters, Inc., of Hamilton, Montana, applied for a transport category rotorcraft type certificate under the provisions of 14 CFR 21.27, "Issue of type certificate: surplus aircraft of the Armed Forces of the United States," for former U.S. Army Model UH-1H and UH-1V helicopters, to be redesignated as Garlick Helicopters, Inc. Model GH205A helicopters. The later military Model UH-1V helicopters contain avionics and internal equipment changes only and is considered identical to Model UH-1H helicopters for the purposes of FAA certification.

Section 21.27 provides two methods for obtaining a type certificate on a military surplus aircraft designed and constructed in the United States and accepted for operational use by the U.S. Armed Forces. The type certificate may be obtained if the surplus aircraft (1) is a counterpart of a previously type certificated civil aircraft, or (2) meets the airworthiness standards in effect when the particular model was accepted for operational use by the U.S. Armed Forces, subject to any special conditions or later amendments necessary to ensure an adequate level of airworthiness for the aircraft. The U.S. Army procurement offices in St. Louis, Missouri, has stated that the UH-1H model helicopter was first accepted for operational use by the U.S. Army on September 8, 1966, and no similar civil version was certificated until June 13, 1968. Hence, no similar civil model was certificated prior to the first operational use of the military UH-1H model helicopter. Therefore, the