

January 6, 2005, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Lynchburg 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 April 6, 2005.

The following is a brief overview of the application.

*Proposed Charge Effective Date:* June 1, 2005.

*Proposed Charge Expiration Date:* June 1, 2015.

*Level of the Proposed PFC:* \$4.50.

*Total Estimated PFC Revenue:* \$2,650,559.

*Brief Description of Proposed Project(s):* Reimbursement of PFC Development, Administration Costs, and Debt Service. Runway 4–22 Extension (Phase IV Construction). Passenger Loading Bridge.

Rehabilitation of Hanger 7 and 8 Ramp.

*Level of the Proposed PFC:* \$4.50.

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 City of Lynchburg.

Issued in Dulles, Virginia, on January 7, 2005.

**Terry J. Page,**

*Manager, Washington Airports District Office, Eastern Region.*

[FR Doc. 05–854 Filed 1–13–05; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement Number PS–ACE100–2004–10035]

#### **Proposed Small Airplane Directorate Policy on Standardization of Application of 14 CFR Part 23, Section 23.1309 Regarding Hazardous Misleading Attitude Information**

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

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces a Federal Aviation Administration (FAA) proposed policy on hazardous misleading attitude information. It

covers the display of hazardously misleading attitude information, which should be considered a catastrophic failure condition at the aircraft level. 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 February 14, 2005.

*Discussion:* The Small Airplane Directorate is making the proposed policy statement on hazardous misleading attitude information that applies to an airplane with a certification basis under Amendment 23–41 or later.

**ADDRESSES:** Copies of the proposed policy statement, PS–ACE100–2004–10035, 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.airweb.faa.gov/policy>. Send all comments on this proposed policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Ervin Dvorak, Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy, ACE–111, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4134; fax: 816–329–4090; e-mail: [erv.dvorak@faa.gov](mailto:erv.dvorak@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite your comments on this proposed policy statement. Send any data or views as you may desire. Identify the proposed Policy Statement Number PS–ACE100–2004–10035 on your comments, and 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 this notice because of the comments received.

Comments sent by fax or the Internet must contain “Comments to proposed policy statement PS–ACE100–2004–10035” 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 January 6, 2005.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05–853 Filed 1–13–05; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### **Environmental Impact Statement: Monroe County, NY**

**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 Monroe County, New York.

**FOR FURTHER INFORMATION CONTACT:** Charles E. Moynihan, P.E., Regional Director, New York State Department of Transportation; 1530 Jefferson Road, Rochester, NY 14623; Telephone: (585) 272–3310; or Robert E. Arnold, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 7th Floor, Room 719, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431–4127.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT), will prepare an environmental impact statement (EIS) on a proposal to improve Routes 31 and 531 in the Towns of Ogden and Sweden, Monroe County, New York. The approximate project limits are from the current terminus of Route 531 at Route 36 to west of Redman Road. Improvements to the 6.5 mile long corridor are considered necessary to provide for the existing and projected traffic demand and to address highway safety.

Alternatives under consideration include (1) taking no action; (2) improvements to the Route 531 terminus and to Route 31; (3) constructing a four-lane, limited access highway on new location. Incorporated into and studied with the various build alternatives will be design variation of grade and alignment and various intersection improvements.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local