

continues to be used as a primary source of statistically based design allowables for metallic materials and fastened joints used in the U.S. military and commercial aerospace design.

The FAA acknowledges the value of MIL-HDBK-5, and now the MMPDS, to commercial aircraft certification and maintenance of the commercial fleet. However, as such, the FAA's current budget constraints make continued funding of MMPDS uncertain.

#### How To Obtain Copies

You may get a copy of the proposed Handbook from the Internet at: <http://www.faa.gov/certification/aircraft/DraftDoc/CommNotice.htm>. You may also request a copy from Mr. John J. Petrakis. See the section entitled "**FOR FURTHER INFORMATION CONTACT**" for the complete address.

Issued in Washington, DC, on March 31, 2005.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANM-01-111-165]

#### Certification of Power Supply systems for Portable Electronic Devices on Part 25 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of final policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of final policy on certification of power supply systems for portable electronic devices on part 25 airplanes.

**DATES:** This final policy was issued by the transport Airplane Directorate on March 18, 2005.

**FOR FURTHER INFORMATION CONTACT:** Stephen Slotte, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airplane and flight Crew Interface Branch, ANM-111, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-2315; fax (425) 227-1320; e-mail: [steve.slotte@faa.gov](mailto:steve.slotte@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

##### Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on

August 27, 2001. Seven (7) commenters responded to the request for comments.

#### Background

One of the purposes of this and other policy is to communicate acceptable methods of compliance with the part 25 rules. The compliance methods discussed in this policy should be applied to type, amended, supplemental, and amended supplemental type certification programs whose application date is on or after the date of the policy is finalized. For existing certification programs whose application precedes the date this policy is effective and the methods of compliance have already been coordinated with and approved by the FAA or their designee, the applicant may continue to follow the previously acceptable methods of compliance or choose to follow the guidance contained in this policy.

The policy contained in the memorandum should be applied to all transport airplane programs for an acceptable method of compliance with 14 CFR part 25 for power supply systems (PSS) installed in part 25 airplanes for use with passenger-provided carry-on devices or portable electronic devices (PED). Portable electronic devices include but are not limited to portable computers, hand-held computing devices, and hand-held gaming devices. These guidelines are applicable to PSS intended for use with PED and are independent of the PSS outlet location (e.g., seat, wall, or cabinet mounted) and apply only to the electrical aspects of PSS for PED.

This policy does not cover the approval or the use of these devices or any interconnecting means used to power such equipment onboard an airplane. This guidance covers low voltage and high voltage systems.

The final policy as well as the disposition of public comments received is available on the Internet at the following address: <http://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**.

Issued in Renton, Washington, on March 18, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-7193 Filed 4-8-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANM-115-05-005]

#### Policy Statement on Acceptance of a Component Method To Demonstrate Compliance With § 25.562(c)(2) for placement Seat Bottom Cushions

**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 a component method for demonstrating that a seat with a replacement bottom cushion complies with § 25.562(c)(2). This policy addresses non-flotation monolithic (single layer) cushions.

**DATES:** Send your comments on or before May 11, 2005.

**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, Standardization Branch, ANM-113, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail: [Michael.t.thompson@faa.gov](mailto:Michael.t.thompson@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The proposed policy memorandum 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 proposed policy memorandum by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy memorandum. 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. [insert memorandum number]."

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

The proposed policy provides a method of demonstrating compliance with the lumbar load criteria of § 25.562(c)(2). It is based on an FAA funded research project that developed a component test methodology for demonstrating that a replacement bottom cushion would not produce a higher lumbar load than a certificated bottom cushion for a seat certificated to § 25.562(c)(2). The proposed method provides a simplified means of demonstrating compliance with § 25.562(c)(2) and will streamline the seat certification process by reducing the costs and time associated with seat certification.

Issued in Renton, Washington, on March 25, 2005.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-7196 Filed 4-8-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANM-115-05-10]

#### Replacing Restraint Systems on Forward and Aft Facing Seats

**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 Replacing Restraint Systems on Forward and Aft Facing Seats.

**DATES:** Send your comments on or before May 11, 2005.

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

**FOR FURTHER INFORMATION CONTACT:** Mike Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail: [Michael.t.thompson@faa.gov](mailto: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. ANM-115-05-10."

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

The FAA has issued Amendment 25-64 to provide an increased level of safety to seated occupants. Seat performance, including the restraint system, under dynamic conditions as defined in § 25.562, is an important consideration of this amendment. Replacing a restraint system on a seat certified under § 25.562 requires new dynamic test(s) to be conducted using the actual seat. These dynamic tests can be costly and time-consuming. The FAA conducted research and found an acceptable new method of certifying restraint systems using a rigid seat fixture instead of the actual seat during dynamic tests. This method will significantly reduce the cost and time associated with certifying replacement restraint systems. This policy memorandum presents this new means of compliance.

Issued in Renton, Washington, on March 25, 2005.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Fairfield County and New Haven County, CT

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (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 transportation improvements to 32 miles (52 km) of Interstate Route 84 (I-84) in Fairfield County and New Haven County, Connecticut.

#### FOR FURTHER INFORMATION CONTACT:

Bradley D. Keazer, Division Administrator, Federal Highway Administration, 628-2 Hebron Avenue, Suite 303, Glastonbury, Connecticut 06033, telephone (860) 659-6703, ext. 3009; or Edgar T. Hurlle, Transportation Planning Director, Bureau of Policy and Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06131-7546, telephone: (860) 594-2920.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Connecticut Department of Transportation (ConnDOT), will prepare an environmental impact statement (EIS) on a proposal for transportation improvements to I-84 in the towns of Danbury, Bethel, Brookfield, Newtown, Southbury, Middlebury and Waterbury, Connecticut for a distance of approximately 32 miles (52 km).

Improvements to the I-84 corridor are considered necessary to improve safety and to provide for increases in projected traffic volumes. Alternatives under consideration include, but are not limited to: (1) Taking no action; (2) transit operation service; (3) transportation system management; (4) addition of a third travel lane in each direction; (5) addition of a third travel lane in each direction with congestion pricing; and (6) addition of a third travel lane in each direction for use as managed travel lanes.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, the I-84 Corridor Deficiencies/Needs Study Project Advisory Committee, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Public scoping meetings, public hearings and public informational meetings will be held.