

Background

On April 5, 2000, the President signed the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. 106-181. Among other things, the statute established a new pilot program designed to help smaller communities enhance their air service. To fund the program, the statute authorized a funding level of \$20.0 million for fiscal year 2001 and \$27.5 million for each of fiscal years 2002 and 2003; no funds were appropriated in fiscal year 2001 and only \$20 million in fiscal year 2002. We established April 22, 2002 as the deadline for the filing of applications seeking priority consideration. On June 26, 2002 (Order 2002-6-14), we announced the award of 40 grants totaling almost \$20 million, subject to each applicant's executing a formal grant agreement with the Department. We also noted that it is possible that not all of the funds awarded in that Order may be expended, since we intend to include in each grant agreement success milestones that each grantee must meet to ensure continuation of funding. All applications received by April 22, 2002, and any received thereafter will be considered equally for any such unexpended funds.

To provide administrative finality to the filing of applications, we will not accept any application, nor any supplement thereto, received after July 19, 2002. The only exception will be if Departmental staff requests additional information from an applicant to facilitate consideration of its application.

Accordingly, the deadline for submitting applications in this Docket, or supplements to applications, is July 19, 2002.

This order will be published in the **Federal Register**.

Read C. Van de Water,
Assistant Secretary for Aviation and International Affairs.

An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

[FR Doc. 02-17001 Filed 7-5-02; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Fitness Determination of Florida Coastal Airlines, Inc.

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 2002-6-17), Docket OST-01-10874.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Florida Coastal Airlines, Inc., fit, willing, and able to provide scheduled passenger operations as a commuter air carrier under 49 U.S.C. 41738.

Responses: Objections and answers to objections should be filed in Docket OST-01-10874 and addressed to the Department of Transportation Dockets, PL-401, 400 Seventh Street, SW., Washington, DC 20590, and should be served on all persons listed in Attachment A to the order. Persons wishing to file objections should do so no later than July 11, 2002.

FOR FURTHER INFORMATION CONTACT: Mr. James Lawyer, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-1064.

Dated: July 1, 2002.

Read C. Van De Water,
Assistant Secretary for Aviation and International Affairs.

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Qualification criteria and experience required are as follows:

Qualifications. DAR/ODAR applicants must meet the general and specialized experience (as appropriate) listed below:

1. *General.* Current and thorough working knowledge of pertinent Code of Federal Regulations (CFR), directives, and related material.

a. Current technical knowledge and experience commensurate with that required for the particular function (e.g., Boeing Airplane Model 707-100, Bell Model 47B), and/or related parts/components, appliance, etc.).

b. Unquestionable integrity, cooperative attitude, and ability to exercise sound judgement.

c. Ability to maintain the highest degree of objectivity while performing authorized functions on behalf of the FAA.

d. Two years of satisfactory experience working directly in the type of work to be covered in the authorized function.

e. Good command of the English language, both oral and written.

f. Persons applying for Data Management Function Code 50 must hold a current DAR/ODAR certificate for a period of at least one year with Function Code 08 and/or Function Code 23. The person must have used current publications and demonstrated sound judgement when issuing standard airworthiness certificates on behalf of the FAA. The person must also have attended the FAA Part 21 Seminar #27903, the Flight Standards Alteration Course #21811 and, if applying for an Avionics function code, the person must also have attended the Avionics Certification Procedures Course #21846.

2. *Specialized Experience.* A DAR or ODAR applicant for Data Management Function Code 50 must meet the specialized experience listed below. Individuals who are to perform authorized functions under an ODAR need only meet the specialized experience required for the specific function to be performed.

a. *A DAR applicant.*

(1) A DAR applicant must have five years of experience as an FAA Airworthiness Inspector involved in the actual issuance of an FAA Field Approval, or as an airworthiness inspector responsible for managing programs leading to the issuance of an FAA Field Approval, for aircraft or avionics components and systems. The aircraft or avionics components and systems must be of the *same type and complexity* as those for which authorization is sought.

(2) A DAR applicant must be responsible for managing alteration

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Request for Comments on Advisory Circular (AC) 183-35H, Airworthiness Designee Function Codes and Consolidated Directory for DMIR/DAR/ODAR/DAS/DOA and SFAR No. 36

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments.

SUMMARY: This document announces a proposed change to AC 183-35H. The change will add a new authorized Function Code to the AC. This Code will be identified as Data Management Function Code 50 (pending). It will allow a Designated Airworthiness Representatives (DAR) and Organizational Designated Airworthiness Representatives (ODAR) responsible for managing alterations programs leading to the issuance of a FAA Field Approval and/or approval for return to service to alter U.S.-registered aircraft. It also provides a certification of completeness (FAA Form 337 or equivalent) when all requirements are met.

programs leading to the issuance of an FAA Field Approval and/or approval for return-to-service (e.g. Chief Inspector or Director of Maintenance at an FAA-approved repair station or at the facility of the holder of an air carrier or commercial operator's certificate). He must hold a current mechanic certificate with Airframe and Power plant (A&P) ratings or an Avionics Certificate (Associate Degree in Electronics) with the proper qualifications, skills and the ability to perform maintenance, repairs, alterations, and operational checks on aircraft or avionics components and systems in accordance with FAA regulations. He must also demonstrate the ability to determine that the aircraft or avionics components and systems (of the same type and complexity as those for which authorization is sought) submitted for FAA Field Approval have remained in or have been returned to their FAA-approved type design configuration and meet pertinent CFR requirements; or

(3) The specialized experience outlined in FAA Order 8100.8A, Table II (give location of order) may be used when an applicant has a minimum of two additional years experience leading to the issuance of a Supplemental Type Certificate (STC) for aircraft or avionics components and systems of the same type and complexity as those for which authorization is sought. The applicant's experience must demonstrate his direct involvement in determining that an aircraft or avionics components and systems conform to the FAA-approved type design configuration and meet pertinent CFR requirements.

b. An *ODAR applicant*. An ODAR applicant must be the holder of a domestic Aircraft or Avionics maintenance repair station certificate under 14 CFR part 145 with the appropriate ratings and have a person(s) certificated under part 65 in its employ with five years experience in and a history of the qualifications specified in paragraphs 1a, b, and c.

DATES: Comments must be received on or before September 6, 2002.

ADDRESSES: All comments should be addressed to the attention of George Torres, Federal Aviation Administration, Designee Standardization Branch, AFS-640, P.O. Box 25082, Oklahoma City, OK 73125. Comments also may be submitted electronically at the following e-mail address: georgetorres@mmac.iccbl.gov or Fax: (405) 954-4104. All comment letters should refer to proposed Function Code 50.

FOR FURTHER INFORMATION CONTACT: George Torres, AFS-640, at the above

address or telephone (405) 954-6923 (7:00 a.m. to 3:30 p.m.)

SUPPLEMENTARY INFORMATION: As explained in Amendment 183-6 of 14 CFR part 183, it is not possible to specify by regulation all areas in which a DAR/ODAR may serve. As written in the amendment, the FAA will seek public comment each time that it is proposed to add or delete an authorized function. Additional areas of delegation will be selected and authorized by the Director of Flight Standards based on recommendations from other FAA elements and the aviation community.

Issued in Washington, DC, on June 26, 2002.

Louis C. Cusimano,
Deputy Director, Flight Standards Service.
[FR Doc. 02-16905 Filed 7-5-02; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2001-9852]

High Density Airports; Notice of Extension of the Lottery Allocation and Request for Comments

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of extension of the lottery allocation for takeoff and landing times at LaGuardia Airport and request for comments.

SUMMARY: This notice announces a two-year extension of the current exemption slot allocation at LaGuardia Airport (La Guardia) through October 30, 2004. This action maintains the current operating environment at LaGuardia pending a long-term solution. Additionally, the FAA seeks comment on proposed modifications to the procedures used to reallocate exemption slots that may become available during this interim period.

DATES: Comments must be received on or before August 7, 2002.

ADDRESSES: Comments on this notice should be mailed or delivered in duplicate to: U.S. Department of Transportation Dockets, Docket No. FAA 2001-9852, 400 Seventh Street SW., Room Plaza 401, Washington, DC 20590. Comments may also be sent electronically to the following Internet address: <http://DMS.dot.gov>. Comments may be filed and/or examined in Room Plaza 401 between 10 a.m. and 5 p.m. weekdays except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lorelei Peter, Operations and Air Traffic Law Branch, Regulations Division,

Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone number 202-267-3073.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this process by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned decisions. Communications should identify the docket number and be submitted in duplicate to the above-specified address. All communications and a report summarizing any substantive public contact with FAA personnel on this notice will be filed in the docket. The docket is available for public inspection both before and after the closing date for receiving comments.

Before taking any final action on this proposal, the Administrator will consider all comments made on or before the closing date for comments and the proposal may be changed in light of the comments received.

The FAA will acknowledge receipt of a comment if the commenter includes a self-addressed, stamped postcard with the comment. The postcard should be marked "Comments to Docket No. FAA 2001-9852." When the FAA receives the comment, the postcard will be dated, time stamped, and returned to the commenter.

Background

The FAA has broad authority under Title 49 of the United States Code (U.S.C.), Subtitle VII, to regulate and control the use of the navigable airspace of the United States. Under 49 U.S.C. 40103, the agency is authorized to develop plans for and to formulate policy with respect to the use of navigable airspace and to assign by rule, regulation, or order the use of navigable airspace under such terms, conditions, and limitations as may be deemed necessary in order to ensure the safety of aircraft and the efficient utilization of the navigable airspace. Also, under section 40103, the agency is further authorized and directed to prescribe air traffic rules and regulations governing the efficient utilization of the navigable airspace.

The High Density Traffic Airports Rule, or "High Density Rule," 14 CFR part 93, subpart K, was promulgated in 1968 to reduce delays at five congested airports: John F. Kennedy International Airport (JFK), LaGuardia, O'Hare International Airport (O'Hare), Ronald