

## 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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## 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.

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