

**SUMMARY:** This notice announces the availability of and requests comments on a proposed Advisory Circular (AC) about integrated modular avionics hardware elements (IMA). The proposed AC establishes an acceptable means to obtain Federal Aviation Administration's (FAA) airworthiness approval to install an Integrated Modular Avionics (IMA) System that uses hardware elements authorized under Technical Standard Order (TSO)-C153, Integrated Modular Avionics Hardware Elements.

**DATES:** Comments must be received on or before October 12, 2002.

**ADDRESSES:** Send all comments on the proposed AC to: Technical Programs & Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service., Federal Aviation Administration, 800 Independence Avenue, SW., Room 835, Washington, DC 20591. Or deliver comments to: Federal Aviation Administration (FAA), Room 835, 800 Independence Avenue, SW., Washington, DC 20591. Comments must identify the AC file number.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Lewis, Technical Programs & Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Room 835, Washington, DC 20591; Telephone (202) 493-4841; Fax (202) 267-5340; e-mail address: [John.Lewis@faa.gov](mailto:John.Lewis@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

You are invited to comment on the proposed AC by submitting written data, views, or arguments to the above-specified address. Comments received on the proposed AC may be examined, before and after the comment closing date, in Room 835, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service will consider all communications received on or before the closing date before issuing the final AC.

##### **Background**

Traditionally, avionics systems consisted of dedicated Line Replaceable Units (LRUs) which performed specific functions such as autoflight, flight management, and flight deck display. TSOs were written for these LRUs and their functions. Advancements in digital technology have created a trend toward higher levels of integration and

modularity. In many modern integrated systems, software determines functionality, while hardware serves as a platform for input, output, data storage, and software execution. Since these basic attributes tend to be similar for various applications, efficiencies can be gained by using various types of generic airborne hardware elements to execute these functions.

This AC provides guidance on obtaining Federal Aviation Administration's (FAA) airworthiness approval to install Integrated Modular Avionics (IMA) systems that implement TSO-C153 authorized hardware elements. TSO-C153 refers to these hardware elements as "IMA hardware elements," which includes modules, cabinets, or racks. A module may contain software to enable electronic part marking and/or future loading of functional software. These modules will not function without being installed in specific cabinets or racks. Module types may include data processing modules, power supply modules, communication and data bus modules, or others. Cabinets or racks are used to host IMA modules. These cabinets or racks may be simple mechanical enclosures, or they may incorporate active cooling elements, power supplies, communication interfaces, backplanes for data and power, or any combination of these features.

##### **How To Obtain Copies**

You may see and obtain a copy of the proposed AC through the FAA Web site at [www.airweb.faa.gov](http://www.airweb.faa.gov) by selecting "Draft Advisory Circulars," or by inquiring at the office listed under "For Further Information Contact." Copies of Document Nos. RTCA/DO-160D (Change 2), RTCA/DO-178B, and RTCA/DO-254 may be purchased from the RTCA Inc., 1828 L Street, NW., Suite 807, Washington, DC 20036 (Web site: <http://www.rtca.org>). You can obtain Aviation Recommended Practice number ARP-4754 from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001 (Web site: <http://www.sae.org>).

You may inspect the RTCA documents at the FAA office location listed under **ADDRESSES**. However, RTCA documents are copyrighted and may not be reproduced without the written consent of RTCA, Inc.

Issued in Washington, DC, on September 16, 2002.

**David W. Hempe,**

*Acting 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-01-115-11]

#### **Certification of Strengthened Flight Deck Doors on Transport Category Airplanes**

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

**ACTION:** Notice of final policy statement; request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of final policy concerning certification of strengthened flightdeck doors.

**DATES:** Send your comments on or before October 23, 2002.

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

**FOR FURTHER INFORMATION CONTACT:** Jeff Gardlin, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe/Cabin Safety Branch, ANM-115, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2136; fax (425) 227-1320; e-mail: [jeff.gardlin@faa.gov](mailto:jeff.gardlin@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

The final policy is available on the Internet at the following address: <http://www.faa.gov/certification/aircraft/aninfo/finalpaper.cfm>. If you do not have access to the Internet, you can obtain a copy of the policy statement by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this final 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-01-115-11."

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 final policy.

• Include justification, reasons, or data for each change you are requesting. We also welcome comments in support of the final policy.

We will consider all communications received on or before the closing date for comments. We may change the final policy because of the comments received.

#### Background

The final policy provides all transport airplane programs an acceptable method of compliance with 14 CFR part 25 for intrusion resistance and ballistic protection of flightdeck doors. The Frequently Asked Questions (FAQ) section has also been updated.

Issued in Renton, Washington, on September 12, 2002.

**Vi L. Lipski,**

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

[FR Doc. 02-24134 Filed 9-20-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Planning Study: Lyon, Caldwell, Hopkins, Webster, and Henderson Counties in Kentucky

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public of its intent to initiate a planning study for a proposed highway project in the southwestern portion of Kentucky, located between Eddyville and Henderson, Kentucky.

**FOR FURTHER INFORMATION CONTACT:**

Evan J. Wisniewski, Project Development Team Leader, Federal Highway Administration, 330 West Broadway, Frankfort, KY 40601, Telephone: (502) 223-6740, e-mail: [evan.wisniewski@fhwa.dot.gov](mailto:evan.wisniewski@fhwa.dot.gov); or Ms. Annette Coffey, Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622, Telephone: (502) 564-7183, e-mail: [Annette.coffey@mail.stat.ku.us](mailto:Annette.coffey@mail.stat.ku.us).

**SUPPLEMENTARY INFORMATION:**

**Electronic Access**

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home

page at <http://www.nara.gov/fedreg> and the Government Printing Office's Web page at <http://www.access.gpo.gov/nara>.

#### Background

The I-69 project is part of a proposed "High Priority Corridor" of national significance (Corridor 18) that extends from the Canadian border at Port Huron, Michigan, to the Mexican border in the Lower Rio Grande Valley of Texas, in accordance with the legislative intent of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and subsequent federal transportation legislation. Segments of the corridor across Kentucky are in various stages of project development. This study will address alternatives and issues related to the development of an interstate highway between Eddyville and Henderson that will improve travel within the study area and become a segment of the national I-69 corridor.

During this study, comments will be gathered from appropriate federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969 and subsequent federal regulations and guidelines developed by the Executive Office of the President's Council on Environmental Quality and the United States Department of Transportation for the implementation of the NEPA process.

This study will include a scoping process for the early identification of potential alternatives and environmental issues related to the proposed project. At this time, the level of environmental documentation that will ultimately be prepared is not known. However, if an Environmental Impact Statement (EIS) is prepared for the proposed project in the future, the information gained through the scoping process in this planning study may be used as input to the scoping process for the development of that EIS. If an EIS is prepared in the future, written comments on the scope of alternatives and impacts will still be considered at that time, after the filing of the Notice of Intent (NOI).

(Catalog of Federal Domestic Assistance Program Number 20.205, "Highway Planning and Construction." The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.) (23 U.S.C. 315; 49 CFR 1.48)

Issued on: September 16, 2002.

**Evan J. Wisniewski,**

*Project Delivery Team Leader, Kentucky Division, Frankfort, KY 40601.*

[FR Doc. 02-24020 Filed 9-20-02; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-13333]

#### Notice of Receipt of Petition for Decision that Nonconforming 1997 BMW 850 Series Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1997 BMW 850 Series passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1997 BMW 850 Series passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is October 23, 2002.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.]

**FOR FURTHER INFORMATION CONTACT:** Luke Loy, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States,