

public of this proposed FAA policy and give all interested persons an opportunity to present their views on it.
DATES: Send your comments by April 11, 2003.

ADDRESSES: Copies of the proposed policy statement, PS-ACE100-2002-004, 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.faa.gov/certification/aircraft/sadProposed.htm>. Send all comments on this proposed policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Peter Rouse, Federal Aviation Administration, Small Airplane Directorate, Standards Office, ACE-111, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4135; fax: 816-329-4090; e-mail: peter.rouse@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite your comments on this proposed policy statement. Identify the proposed Policy Statement Number PS-ACE100-2002-004 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-ACE100-2002-004" 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 February 28, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-5923 Filed 3-11-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-03-117-10]

Identification of Flight Critical System Components

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 defining flight critical system components for use in existing design and certification guidance, and developing guidance for continuing airworthiness and maintenance processes.

DATES: Send your comments on or before April 11, 2003.

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

FOR FURTHER INFORMATION CONTACT: Linh Le, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Safety Management Branch, ANM-117, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1105; fax (425) 227-1100; e-mail: linh.le@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy is available on the Internet at the following address: <http://www.faa.gov/certification/aircraft/anminfo/devpaper.cfm>. 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-03-117-10."

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.
- 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 pertains to defining flight critical system components for use in existing design and certification guidance, and developing guidance for continuing airworthiness and maintenance processes. Under the auspices of the Safer Skies and the Commercial Airplane Certification Process Study initiatives, this memo puts into practice one or the Safer Skies recommendations. Information about Safer Skies is available on the Internet at the following address: <http://ww2.faa.gov/index/cfm/apa/1267>.

Issued in Renton, Washington, on March 3, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-5936 Filed 3-11-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-03-111-07]

Testing of Flightcrew Oxygen Masks

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy; request for comments.

SUMMARY: The Federal Aviation (FAA) announces the availability of proposed policy on testing of flightcrew oxygen masks as required by § 25.1447(c)(2)(i).

DATES: Send your comments on or before April 11, 2003.

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

FOR FURTHER INFORMATION CONTACT: Steve Boyd, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airplane and Flightcrew Interface Branch, ANM-111, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1138; fax (425) 227-1100; e-mail: steve.boyd@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy is available on the Internet at the following address: <http://www.faa.gov/certification/aircraft/anminfo/devpaper.cfm>. 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-03-111-07."

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 the comments received.

Background

The proposed policy provides a method of compliance with § 25.1447(c)(2)(i), which requires that flight oxygen masks be installed so that they can be donned within five seconds. Use of the policy will help standardize the methods of compliance and produce more consistent compliance findings for all applicants.

Issued in Renton, Washington, on March 3, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-5937 Filed 3-11-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Classification and Standardized Policy for Design Changes to Technical Standard Orders (TSO) C127 and TSO-C127a Articles

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for comments.

SUMMARY: This notice announces the availability of and requests comment on proposed policy for articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a, Rotorcraft, Transport Airplane, and Normal and Utility

Seating System. The proposed memorandum provides guidance to Federal Aviation Administration personnel and aircraft seat manufacturers on classifying design changes they make to their TSO articles as major or minor.

DATES: Comments must be received by April 10, 2003.

ADDRESSES: Send all comments on the proposed policy for the classification of design changes to articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, AIR-100, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Hal Jensen, AIR-120. Or, deliver comments to Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Hal Jensen, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs Branch, AIR-120, Room 835, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8807; fax (202) 267-5340; e-mail hal.jensen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed policy for the classification of design changes to articles approved to Technical Standard Orders (TSO) C127 and TSO-C127a by submitting such written data, views, or arguments, as they desire, to the above specified address. Comments received on the proposed policy may be examined, before and after the closing date, in Room 815, 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 of the Aircraft Certification Service considers all communications received on or before the closing date before issuing the final policy.

Background

In 2000, the FAA and industry formed a team to investigate and implement ways to streamline the certification of aircraft seats. The team elected to reestablish TSOs for seats as a valid design approval and to the extent possible, maximize the minimum performance standards (MPS) toward meeting the applicable aircraft airworthiness standards, and standardize the management of TSO

approvals by the FAA for aircraft seat manufacturers.

Currently, what constitutes a minor design change versus a major design change for a TSO article is open to interpretation. The lack of standardization is magnified for the dynamic seat TSOs where small design changes frequently produce significant effects on the performance of the seat. Therefore, in the absence of guidance many design changes to dynamic seats are by default considered major design changes.

All major design changes to TSO articles require the TSO holder to apply for a new TSO approval. Since all design changes—both minor and major—must be substantiated, requiring the TSO holder to apply for a new TSO approval can be overly burdensome when the TSO holder has an approval to the latest revision of the TSO.

This proposed memorandum is intended to provide greater clarification on design changes for TSO-C127 and TSO-C127a articles by promoting standardization between seat suppliers. It also proposes greater latitude than currently exists in determining design changes classified as minor changes.

How To Obtain Copies

You may get a copy of the proposed changed TSOs from the Internet at: <http://av-info.faa.gov/tso/Tsopro/Proposed.htm>. You may also request a copy from Mr. Hal Jensen. See the section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address.

Issued in Washington, DC, on March 5, 2003.

Susan J.M. Cabler,

Deputy Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 03-5938 Filed 3-11-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Wright, Stearns and Sherburne Counties, MN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice to advise the public that a tiered environmental impact statement (EIS) will no longer be prepared for proposed highway capacity improvements on existing or new alignments that connect Interstate 94