

- 6 NAVY (Department of the Navy)  
 7 OSD (Office of the Secretary of Defense)  
 8 SOCO (Special Operations Command)  
 9 NIMA (National Imaging and Mapping Agency)

(4) If any new codes, please advise the Office of Technology.

[FR Doc. 03-14635 Filed 6-13-03; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed the Week Ending June 6, 2003

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* OST-2003-15359.

*Date Filed:* June 4, 2003.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 302, PTC2 ME-AFR 0110 dated 4 June 2003, TC2 Middle East-Africa, Special Passenger Amending Resolution 010p from Qatar, Intended effective date: 15 June 2003.

*Docket Number:* OST-2003-15383.

*Date Filed:* June 6, 2003.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 301, PTC3 0650 dated 6 June 2003, Resolution 078ee-PEX Fares from Korea (Rep. of) to South East Asia, Intended effective date: 1 September 2003.

**FOR FURTHER INFORMATION CONTACT:** Andrea M. Jenkins, Telephone: (202) 366-0271.

Andrea M. Jenkins,  
*Federal Register Liaison.*

[FR Doc. 03-15082 Filed 6-13-03; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Intent To Rule on Application 03-10-C-00-MDW To Impose a Passenger Facility Charge (PFC) at Chicago Midway International Airport, Chicago, IL and Use PFC Revenue at Gary/Chicago Airport, Gary, IN

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the

application to impose a PFC at Chicago Midway International Airport and use the revenue from a PFC at Gary/Chicago Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before July 16, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 312, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas R. Walker, Commissioner, City of Chicago Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, Illinois 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Chicago Department of Aviation under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Philip M. Smithmeyer, Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 312, Des Plaines, Illinois 60018, (847) 294-7335. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose a PFC at Chicago Midway International Airport and use the revenue at Gary/Chicago Airport under the provisions of 49 U.S.C. 40017 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 3, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Chicago Department of Aviation was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 4, 2003.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:*

January 1, 2040.

*Proposed charge expiration date:*

February 1, 2040.

*Total estimated PFC revenue:*

\$1,550,00.

*Brief description of proposed projects:* Expand Passenger Terminal, Hangar Ramp Construction.

Class or classes of air carriers, which the public agency has requested, not be

required to collect PFCs: air taxi operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Chicago Department of Aviation.

Issued in Des Plaines, Illinois, on June 9, 2003.

**Barbara J. Jordan,**

*Acting Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 03-15145 Filed 6-13-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Proposed Policy Statement No. ANE-2002-33.15-R0]

#### Policy for 14 CFR 33.15, Materials

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of proposed policy for 14 CFR 33.15, Materials.

**DATES:** Comments must be received by August 1, 2003.

**ADDRESSES:** Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Tim Mouzakis, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail [timoleon.mouzakis@faa.gov](mailto:timoleon.mouzakis@faa.gov), telephone: (781) 238-7114; fax: (781) 238-7199.

**SUPPLEMENTARY INFORMATION:**

#### Comments Invited

The proposed policy statement 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 may request a copy by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policy. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the

closing date before issuing the final policy.

### Background

The FAA, in cooperation with industry, has developed a multi-faceted strategy to improve the safety of high-energy rotors. This strategy includes improving the ultrasonic (UT) billet inspection of titanium (Ti) alloys used in fan disks and other critical rotating engine hardware. The proposed policy would establish minimum safety standards for the UT billet inspection of Ti material used in the manufacturing of engine rotating components. The proposed policy would not establish new requirements.

**Authority:** 49 U.S.C. 106(g), 40113, 44701–44702, 44704.

Issued in Burlington, Massachusetts, on June 9, 2003.

**Francis A. Favara,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 03–15144 Filed 6–13–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Development of Voluntary Consensus Standards for Electrical System Wiring Practices on Small Airplanes

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

**ACTION:** Notice; request for comments.

**SUMMARY:** This notice requests comments on voluntary consensus standards for electrical system wiring practices on general aviation small airplanes. In addition, the FAA requests comments from nongovernmental standards developing organizations (SDO) on their interest in developing such standards. This information will help the FAA determine the types of markets best suited to develop these standards for possible inclusion in the maintenance programs for general aviation small airplanes.

**ADDRESSES:** Barry Ballenger, Aerospace Engineer, FAA, Small Airplane Directorate, Continued Operational Safety Branch, ACE–113, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329–4152; fax (816) 329–4149; e-mail [barry.ballenger@faa.gov](mailto:barry.ballenger@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** If you need added information, you may

contact the person listed under the **ADDRESSES** section of this notice.

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

The FAA invites interested persons to respond to this notice by giving answers to the questions in the notice. Please ensure your reply gives your organization's name, address, and contact information. The FAA is particularly interested in comments from persons actively involved in voluntary standards development or are considering setting up a program for developing voluntary standards for electrical system wiring practices on general aviation small airplanes.

You may send your response to the person listed under the **ADDRESSES** section of this notice no later than August 15, 2003. The FAA will accept and consider all comments.

You should not send proprietary information by e-mail. If you believe any portion of the information you send is entitled to treatment as proprietary, you must claim confidentiality under 49 CFR part 7 for each portion. This claim must be made at the time the information is sent to the FAA. You should clearly mark all comments containing proprietary information.

#### Background

The National Technology Transfer and Advancement Act of 1995 encourages cooperative research and development efforts between the public and private sectors to bring technology and industrial innovations to the marketplace. With this in mind, the FAA seeks to gather information about how active standards developing organizations (SDO) are in determining standards for electrical system wiring practices on general aviation small airplanes. The FAA also wants to know the expertise available in this area. The FAA is especially interested in working with nongovernmental SDOs to promote development of voluntary consensus standards for these airplanes and get their comments on whether FAA should adopt these standards.

#### Information Requested

In addition to any general comments from interested parties, FAA specifically requests the following information from responding SDOs:

1. Does the organization develop standards for specific business or industry sectors (namely, automotive, aviation, and so forth) or does it develop standards in all areas?

2. Does the organization work under the American National Standards Institute (ANSI) procedures, or does it have other written procedures it uses for standards development? If available, please provide a copy.

3. Does the organization have, or plan to have, standards development that focus on, or that integrate the design, installation, maintenance, inspection, repair, and modification criteria of electrical systems as part of the scope of the standard(s)?

These standards would address cleaning procedures, wire and cable identification, wire and cable damage limits, installation clamping and routing methods, repair and replacement practices, inspection methods, and any other item that would provide a consistent way to ensure the continued airworthiness of installed electrical systems on small general aviation airplanes. In addition, the standards would act as a method of compliance to FAA certification and maintenance regulations for manufacturers, maintenance organizations, modifiers, third-party vendors, and any other interested party responsible for the design, modification, and maintenance of small general aviation airplanes.

4. Does the organization do product certification? If yes, what kind of products are generally involved?

5. Does the organization typically engage in product attribute development as well as standards development? If so, what kinds of products are generally involved?

6. Do members of government departments or agencies take part in the organization's standards development activities? If so, are there any members from regulatory agencies or departments?

7. Has the organization done any assessment of the market needs for electrical system wiring practices on small airplanes? If so, and the information is available, what is your assessment of categories and market sectors where the interest is likely to be high for electrical system wiring practices on small airplanes related standards?

Issued in Kansas City, Missouri, on June 6, 2003.

**Michael Gallagher,**

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

[FR Doc. 03–15141 Filed 6–13–03; 8:45 am]

**BILLING CODE 4910–13–P**