

application to impose a PFC at Chicago O'Hare International Airport and use the revenue at Chicago O'Hare International Airport and Gary/Chicago Airport under the provisions of 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 January 17, 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 320, 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 of the City of Chicago Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, IL 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. Thomas E. Salaman, Chicago Metropolitan Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, IL 60018, telephone (847) 294-7436. 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 O'Hare International Airport and use the revenue at Chicago O'Hare International Airport and 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).

On November 27, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by the 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 February 26, 2003.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date:

December 1, 2016.

Revised proposed charge expiration date: February 1, 2019.

Total estimated PFC revenue:

\$258,770,000.

Brief description of proposed projects at the \$4.50 level:

Impose and Use at ORD: Runway Formulation; Equipment Acquisition; School Soundproofing.

Brief description of proposed project at the \$3.00 level:

Use at Gary/Chicago: Acquire Snow Removal Equipment (Snow Broom); Expand Snow Removal Equipment Building; Rehabilitate Runway 12/30; Terminal Apron Expansion and Loading Bridge Installation.

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 December 11, 2002.

Mark A. McClardy,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 02-31885 Filed 12-17-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Monroe Regional Airport, Monroe, LA

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 and use the revenue from a PFC at Monroe Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before January 17, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch,

ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Cleve Norell, Manager of Monroe Regional Airport at the following address: Manager, Monroe Regional Airport, 5400 Operations Road, Room 220, Terminal Building, Monroe, LA 71203.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

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 and use the revenue from a PFC at Monroe Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 10, 2002 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 April 1, 2003.

The following is a brief overview of the application.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: June 1, 2003.

Proposed charge expiration date: April 1, 2006.

Total estimated PFC revenue: \$1,134,672.

PFC application number: 03-01-C-00-MLU.

Brief description of proposed project(s):

Projects to Impose and Use PFC's

1. Aircraft Loading Equipment Improvements
2. Rehabilitate Airfield Lighting
3. Professional and Administrative Fees

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 on demand air Taxi/Commercial Operators (ATCO) reporting on FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Monroe Regional Airport.

Issued in Fort Worth, Texas on December 10, 2002.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 02-31886 Filed 12-17-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval Guidelines for Airborne Software

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Order that guides the Aircraft Certification Service (AIR) field offices (that is, Aircraft Certification Offices and Manufacturing Inspection District or Satellite Offices) and Designated Engineering Representatives (DER) on how to apply RTCA/DO-17B, "Software Considerations in Airborne Systems and Equipment Certification," for approving airborne software. Advisory Circular (AC) 20-115B, RTCA, Inc. Document RTCA/DO-178B, recognizes RTCA/DO-178B as an acceptable means of compliance for securing the Federal Aviation Administration's (FAA) approval of software in airborne systems and equipment. The proposed Order establishes guidelines for approving software in compliance with RTCA/DO-178B. The guidelines are applicable to the approval of airborne systems and equipment and the software aspects of those systems related to type certificates (TC), supplemental type certificates (STC), amended type certificates (ATC), amended supplemental type certificates (ASTC), and technical standard order (TSO) authorizations.

DATES: Comments must be received on or before January 21, 2003.

ADDRESSES: Send all comments on the proposed Order 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 Order 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 No. (202) 493-4841; FAX No. (202) 267-5340; E-mail address: John.Lewis@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed Order by submitting written data, views, or arguments to the above specified address. Comments received on the proposed Order may be examined, before and after the comment closing date, 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 for comments before issuing the final Order.

Background

Between 1998-2002, the FAA produced a number of software-related notices to provide guidelines for FAA Aviation Safety Engineers (ASE), Aviation Safety Inspectors (ASI), and DERs in various areas of software approval. The proposed Order combines those notices into a single document. On January 11, 1993, the FAA issued AC 20-115B which recognizes RTCA/DO-178B as a means of demonstrating compliance to regulations for the software aspects of airborne systems and equipment certification. The proposed Order assumes that RTCA/DO-178B is the means of compliance proposed by the applicant for software approval (except where previously developed software and legacy systems are addressed). If the applicant proposes other means, additional policy and FAA guidance may be needed on a project-by-project basis.

How To Obtain Copies

You may obtain a copy of the proposed Order via Internet (<http://av-info.faa.gov/software/drafts.htm>) or by inquiring at the office listed under **FOR FURTHER INFORMATION CONTACT**. Copies of Document No. RTCA/DO-178B may be purchased from the RTCA Inc., 1828 L Street, NW., Suite 807, Washington, DC 20036 (Web-site: <http://www.rtca.org>).

You may inspect the RTCA document 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 December 12, 2002.

Carol Martineau,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 02-31887 Filed 12-17-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

[FHWA Docket No. FHWA-2002-13290]

Draft Nationwide Section 4(f) Evaluation and Proposed Determination for Federal-Aid Transportation Projects That Have a Net Benefit to a Section 4(f) Property

AGENCIES: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA jointly with the FTA proposes a nationwide programmatic Section 4(f) evaluation (programmatic evaluation) for use in certain federally assisted or direct Federal transportation improvement projects where the use of land from a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic property will result in a net benefit to the Section 4(f) property. The use of such a programmatic evaluation is intended to promote environmental stewardship and streamline the Section 4(f) process by reducing the time necessary to prepare an evaluation that satisfies Section 4(f) requirements. This programmatic evaluation would provide an additional procedural option for demonstrating compliance with the requirements of Section 4(f). It would supplement existing nationwide Section 4(f) evaluations all of which would