

Chamberlain Parkway, Suite 8671, Ft. Myers, Florida 33913-8899.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Lee County Port Authority under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Juan C. Brown, Program Manager, Orlando Airports District Office, 5950 Hazeltime National Dr., Suite 400, Orlando, Florida 32822-5024, (407) 812-6331 ext 18. 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 a PFC at Southwest Florida International 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 July 14, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Lee County Port Authority 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 October 29, 2003.

The following is a brief overview of the application.

PFC Application No.: 03-05-C-00-RSW.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: March 1, 2011.

Proposed charge expiration date: April 1, 2017.

Total estimated net PFC revenue: \$104,801,531.

Brief description of proposed project(s):

Design and Construction of new Midfield Terminal.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO).

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 Lee County Port authority.

Issued in Orlando, Florida on July 14, 2003.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 03-18628 Filed 7-21-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Using SAE ARP5526, Aircraft Seat Design Guidance and Clarifications, in Seat Design Approvals

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability of final policy.

SUMMARY: The FAA announces the availability of the final policy explaining how the Society of Automotive Engineers' (SAE) Aerospace Recommended Practice (ARP) 5526, Aircraft Seat Design Guidance and Clarifications, can be used in seat design approvals.

DATE: The Aircraft Engineering Division and the Transport Airplane Directorate's seat design policy memorandum referencing SAE ARP5526 approval date is June 26, 2003.

FOR FURTHER INFORMATION CONTACT: Hal Jensen, FAA, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs Branch, Room 835, 800 Independence Avenue, SW., Washington DC 20591; telephone: (202) 267-8807; fax: (202) 267-5340; e-mail: hal.jensen@faa.gov, or contact Jeff Gardlin, FAA, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2136; fax (415) 227-1149; e-mail: jeff.gardlin@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

Recently the SAE published ARP5526, Aircraft Seat Design Guidance and Clarifications. In an effort to streamline the certification of aircraft seats, the Aircraft Engineering Division, in concert with the Transport Airplane Directorate, issued a June 26, 2003, policy memorandum recommending seat suppliers and seat installers use SAE ARP5526 to the maximum extent possible in the design and approval of aircraft seats. SAE ARP5526 provides clarification and documents existing guidance and practice for complying with some of the requirements of the Technical Standard Orders (TSO), and the applicable certification airworthiness requirements for aircraft seat approvals. Note that SAE ARP5526 does not impose additional criteria to show compliance to the aircraft seat TSOs or the applicable certification requirements.

How To Obtain Copies

A copy of the policy memorandum may be obtained via the Internet at, <http://www.airweb.faa.gov/RGL>, or by contacting either person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

You can buy copies of SAE ARP5526 from SAE World Headquarters, 400 Commonwealth Drive, Warrendale, PA 15096-0001; telephone (877) 606-7323 (United States and Canada only), or (724) 776-4970 (outside the United States and Canada), fax (724) 776-0790. You can also get copies through the SAE Internet Web site at, <http://www.sae.org>.

Issued in Washington, DC, on July 14, 2003.

David W. Hempe,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 03-18516 Filed 7-21-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-03-115-31]

Conducting Component Level Tests To Demonstrate Compliance

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 conducting component level tests in order to demonstrate compliance with the requirements of § 25.785(b) and (d).

DATES: Send your comments on or before August 21, 2003.

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

FOR FURTHER INFORMATION CONTACT: Jim Cashdollar, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2785; fax (425) 227-1149; e-mail: jim.cashdollar@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy 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 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-03-115-31."

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 of the comments received.

Background

The policy memorandum provides FAA certification policy on conducting compliance level tests in order to demonstrate compliance with the requirements of § 25.785(b) and (d). The tests described herein provide a standardized approach by which each potentially injurious item located within the headstrike zone can be assessed for occupant injury potential. These test methods are the product of an Aviation Rulemaking Advisory Committee recommendation and are harmonized with the Joint Aviation Authorities (JAA) and Transport Canada.

Issued in Renton, Washington, on July 7, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-18517 Filed 7-21-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-03-115-05]

No Smoking Placards and Signs

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy on no-smoking placards.

DATES: This final policy was issued by the Transport Airplane Directorate on July 7, 2003.

FOR FURTHER INFORMATION CONTACT: Michael T. Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1149; e-mail: michael.t.thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion of Comments

A notice of proposed policy as published in the **Federal Register** on March 17, 2003 (68 FR 12735). No comments were received.

Background

The policy further simplifies the certification process pertaining to the requirement for no-smoking placards legible to each occupant seated in compartments where smoking is prohibited. The FAA has determined that a lighted sign can be considered a placard if it is continuously illuminated for the occupants. These signs should illuminate without the cockpit or cabin crew having to turn the signs on, which the airplane's normal electrical power is on or by providing equivalent control of the signs by software. The policy allows the signs to not be operable by the crew by documenting an equivalent safety finding.

The final policy 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 can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on July 7, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-18519 Filed 7-21-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-03-15687; Notice 1]

Ford Motor Company; Receipt of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 103

We are asking for comments on the application by Ford Motor Company ("Ford") of Dearborn, Michigan, for a

temporary exemption from Motor Vehicle Safety Standard (FMVSS) No. 103, Defrosting and Defogging Systems. Ford asserted that compliance would prevent it from selling a motor vehicle whose overall level of safety is at least equal to that of a non-exempted vehicle.

We are publishing this notice of receipt of the application in accordance with our regulations on the subject. This action does not mean that we have made a judgment yet about the merits of the application.

The Motor Vehicle for Which a Temporary Exemption Is Sought

Ford is the manufacturer of the Lincoln Town Car. This motor vehicle is planned to be made available in a "Ballistic Protection Series (BPS)." It will be equipped with a windshield that is 40.68 mm thick, as contrasted with the standard Town Car's windshield of 4.9 mm thickness. The company related that "this thickness and the associated heat transfer properties are engineered to provide protection from impacts by certain rifle rounds * * * Ford does not envision producing more than 300 Town Car BPS Series in any calendar year.

How the Town Car BPS Fails To Comply With FMVSS No. 103

Paragraph S4.2 of FMVSS No. 103 establishes defrosting requirements for passenger car windshields. Ford related that "At this time clearance of the windshield in the time required under FMVSS 103 S4.2 can only be met with the usage of the washer fluid."

Arguments Presented by Ford Demonstrating That the Town Car BPS Provides an Overall Level of Safety at Least Equal to a Non-Exempted Motor Vehicle

To maximize the defroster performance, the special windshield of the BPS is equipped with an embedded electrical grid. Ford's laboratory tests show that the windshield can, in fact, be cleared within the time required by S4.2 "by using both the defroster (including the hot air system and the embedded electrical grid in the windshield) and the windshield washer system." The information provided with the vehicle will advise the vehicle operator to use the combined approach in defrosting the windshield. However, Ford anticipates that these special purpose vehicles are more likely to be garaged than parked in the open, and that the need to operate the defroster system will be minimal.