

impacts from supersonic aircraft by notice in the **Federal Register** (68 FR 28181, May 23, 2003). The comment period ended September 30, 2003. Also in the May 23 notice the FAA stated that it was planning to conduct a technical workshop in the next six months and the FAA will publish a notice announcing the date and place of the workshop. The May 23 notice is available at <http://www.aee.faa.gov/noise/SST.htm>.

This notice announces the date and place of the Civil Supersonic Aircraft Workshop. The purpose of the workshop is to allow subject matter experts to discuss recent research data and findings on mitigating the environmental impacts from supersonic aircraft. The workshop is scheduled to be on: Thursday, November 13, 2003, Centra, 4121 Wilson Boulevard, Suite 800, Arlington, Virginia.

You may submit a written statement at the workshop and it will be placed in Docket No. FAA-2003-15230. You may review the public docket containing comments to the May 23 notice and the workshop in person at the Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office is on the plaza level at the NASSIF Building at the U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. Information presented in a workshop setting is not considered proprietary.

Look for any updates on this workshop at <http://www.aee.faa.gov/noise/SST.htm>.

Issued in Washington, DC, on October 6, 2003.

Carl Burleson,

Director of Environment and Energy.

[FR Doc. 03-25952 Filed 10-10-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-03-115-28]

Use of Surrogate Parts When Evaluating Seatbacks and Seatback Mounted Accessories for Compliance With §§ 25.562(c)(5) and 25.785(b) and (d)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of the final policy on the use of surrogate parts when evaluating seatbacks and seatback mount

accessories for compliance with 14 CFR 25.562(c)(5) and 25.785(b) and (d).

DATES: This final policy was issued by the Transport Airplane Directorate on October 2, 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 was published in the **Federal Register** on July 8, 2003 (68 FR 40732). Four (4) commenters responded to the request for comments.

Background

The policy streamlines the seat certification process by providing Federal Aviation Administration certification policy on using surrogate test articles in lieu of actual production seatback mounted accessories (e.g., video monitor, telephone) or part similar in construction to these production parts, during blunt trauma tests in accordance with §§ 25.562(c)(5) and 25.785(b) and (d).

The final policy as well as the disposition of public comments received 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 October 2, 2003.

K.C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Technical Standard Order (TSO)-C167, Personnel Carrying Device Systems (PCDS), Also Known as Human Harnesses

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of Availability and requests for public comment.

SUMMARY: This notice announces the availability of and requests comments

on proposed Technical Standard Order (TSO)-C167, Personnel Carrying Device Systems (PCDS), also known as Human Harnesses. This proposed TSO tells PCDS manufacturers what minimum performance standards (MPS) their systems must first meet to obtain approval and identification with the applicable TSO marking.

DATES: Comments must identify the TSO and arrive by January 31, 2004.

ADDRESSES: Send all comments on the proposed TSO to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, Room 815, 800 Independence Avenue, SW, Washington, DC 20591. ATTN: Mr. Dave Rich, AIR-120. Or, deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Dave Rich, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, Room 815, 800 Independence Avenue, SW, Washington, DC 20591. Telephone (202) 267-7141, fax (202) 267-5340, e-mail dave.rich@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You may comment on the proposed TSO listed in this notice by sending written data, views, or arguments to the above listed address. You may also examine comments received on the proposed TSO, before and after the comment closing date, in Room 815, FAA Headquarters, 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 will consider all communications received by the closing date before issuing the final TSO.

Background

This TSO gives the MPS for personnel carrying device systems. The MPS are based on National Fire Protection Association (NFPA) 1983, Standard on Fire Service Life Safety Rope and System Components, 2001 edition, and Society of Automotive Engineers (SAE) Aerospace Standard (AS) 8043, Revision A, Restraint Systems for Civil Aircraft, issued March 2000. We modified NFPA 1983 and SAE AS 8043, and show those modifications in Appendix 1 of the proposed TSO. This TSO's standards apply to equipment intended to allow personnel to be transported external