

and other documents germane to the application in person at the New Hanover County Airport Authority.

Issued in College Park, Georgia on February 12, 2003.

**Scott L. Seritt,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 03-4326 Filed 2-24-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Proposed Policy Statement No. ANE-2000-33.87-R3]**

#### Policy for 14 CFR 33.87, Endurance Test

**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 33.87, endurance test. This proposed policy would revise the current policy to provide guidance for demonstrating a 2-minute gas temperature limit within the 5-minute time limit associated with the takeoff power or thrust rating.

**DATES:** Comments must be received by April 30, 2003.

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

**FOR FURTHER INFORMATION CONTACT:** Karen Grant, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: [karen.m.grant@faa.gov](mailto:karen.m.grant@faa.gov); telephone; (781) 238-7119; 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 proposed policy statement would supersede FAA policy number 2000-33.87-R2, issued April 21, 2000. The intent of this proposed policy is to establish a uniform approach for Aircraft Certification Offices (ACOs) to evaluate and approve a 2-minute gas temperature limit caused by thermal mismatch of engine hardware or flight conditions during acceleration to takeoff power. The FAA has revised this policy to provide guidance for demonstrating a 2-minute gas temperature limit within the 5-minute time limit associated with the takeoff power or thrust rating. The proposed policy would not establish new requirements.

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

Issued in Burlington, Massachusetts, on February 12, 2003.

**Francis A. Favara,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Policy Statement No. ANM-03-117-09]**

#### Guidance for Demonstration of System, Hardware, and Software Development Assurance Levels on Transport Category Airplanes

**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 guidance for demonstration of software, hardware, and software development assurance levels on transport category airplanes.

**DATES:** Send your comments on or before March 27, 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](mailto: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-03-117-09."

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 proposed policy clarifies FAA certification policy on determination of system development assurance levels, hardware design assurance levels, and software levels for transport category airplanes.

Issued in Renton, Washington, on February 13, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

**[FMCSA Docket No. FMCSA-2002-12423]**

#### Qualification of Drivers; Exemption Applications; Vision

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** The FMCSA announces its decision to exempt Mr. Jerry W. Parker from the vision requirement in the Federal Motor Carrier Safety