

Office, 2301 University Drive, Building 23B, Bismarck, North Dakota.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Ken Simmons, Assistant Director of the City of Rapid City—Rapid City Regional Airport at the following address: 300 Sixth Street, Rapid City, South Dakota 57701.

Air carries and foreign air carriers may submit copies of written comments previously provided to the City of Rapid City under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas T. Schauer, Program Manager, Bismarck Airports District Office, 2301 University Drive, Building 23B, Bismarck, North Dakota 58504, (701) 323-7380. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comments on the application to impose and use the revenue from a PFC at the Rapid City Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158). On May 22, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Rapid City 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 August 21, 2003.

The following is brief overview of the application.

Proposed charge effective date: August 1, 2003.

Proposed charge expiration date: July 31, 2006.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue: \$1,591,925.

Brief description of proposed project: General Aviation Ramp Rehabilitation, Runway Safety Area (RSA) Preliminary Design, Wildlife Assessment, Cargo/Carrier Ramp Expansion, Terminal Apron Lighting, Runway 14/32 RSA Correction Projects, Airport Layout Plan Update, Terminal Building Master Plan, Taxiway A Realignment Feasibility Study, Aircraft Rescue and Fire Fighting Station Sprinkler, Continuous Friction Measuring Equipment, Replace Terminal Revolving Doors, Pavement Surface Condition Sensor, Terminal Roof Rehabilitation, Security System Upgrade, Runway 5/23 Rehabilitation, Taxiway B Rehabilitation, Passenger Loading Bridge, Covered Passenger Walkway to Terminal, Terminal Building Heating Ventilation Air

conditioning and Sidewalk Rehabilitation, Covered Boarding Walkway.

Class or classes of air carriers, which the public agency has requested, not be required to collect PFCs: Air Taxi/Commercial Operators Filing FAA Form 1800-31.

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 Rapid City.

Issued in Des Plaines, Illinois on June 2, 2003.

Robert A. Huber,

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

[FR Doc. 03-14428 Filed 6-6-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-02-113-016]

Guidance for the Certification of Honeywell Primus Epic® Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy that clarifies current FAA policy with respect to certification of Honeywell Primus Epic® Systems.

DATES: This final policy was issued by the Transport Airplane Directorate on May 30, 2003.

FOR FURTHER INFORMATION CONTACT: Connie Beane, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2796; fax (425) 227-1320; e-mail: connie.beane@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion of Comments

A notice of proposed policy was published in the **Federal Register** on August 30, 2002 (67 FR 55913). One (1) commenter responded to the request for comments.

Background

In the past several years, new aircraft designs have introduced new

technologies. These technologies are being combined and used in novel ways and may represent significant challenges with respect to the acceptability of the flightcrew interfaces and aircraft airworthiness.

Honeywell Primus Epic® Systems are an avionics suite consisting of single or multiple racks/cabinets with circuit cards or modules that plug into the cabinets. Each rack/cabinet is configurable in that the number of modules can vary in each cabinet; the functions loaded into the cards can vary considerably, and there can be multiple racks/cabinets per aircraft. The functionality of the system is determined by the software loaded into the circuit cards. All the software on these circuit cards can be field-loaded, that is, loaded into the Honeywell Primus Epic® modules without removing the equipment from the aircraft.

The final policy establishes guidance for the certification of Honeywell Primus Epic® Systems.

The final policy, as well as the disposition of public comments received, is available on the Internet at the following address: <http://www.faa.gov/certification/aircraft/anminfo/finalpaper.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**.

Issued in Renton, Washington, on May 30, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-14426 Filed 6-6-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2000-8410]

Younger Commercial Driver Pilot Training Program

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

ACTION: Notice of denial of petition to initiate a pilot program.

SUMMARY: The FMCSA denies the petition of the Truckload Carriers Association (TCA) asking the agency to conduct a pilot program that would enable certain drivers between the ages of 18 and 21 (younger drivers) to operate commercial motor vehicles (CMVs) in interstate commerce. The pilot program proposed by TCA would screen