

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Policy Statement No. ANM-03-115-38: 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 proposed policy; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of proposed 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: Send your comments on or before August 7, 2003.

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

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:**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-03-115-28."

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 will streamline 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) during blunt trauma tests in accordance with §§ 25.562(c)(5) and 25.785(b) and (d). The policy also provides acceptable methods of demonstrating the sharp, inurious edges would not be formed by a head impact against the actual production accessory since this evaluation would not be accomplished from a test that uses a surrogate part.

Issued in Renton, Washington, on Jun. 23, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-17115 Filed 7-7-03; 8:45 am]

BILLING CODE 4910-13-M

Department of Transportation**National Highway Traffic Safety Administration****Discretionary Cooperative Agreement To Support Metropolitan/Urban Projects To Increase African American Safety Belt Use**

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Announcement of a Discretionary Cooperative Agreement to Support Metropolitan/Urban Demonstration Projects to Increase African American Safety Belt Use.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a Discretionary Cooperative Agreement to provide funding to a national organization servicing the African American community to support demonstration projects in key metropolitan/urban cities designed to increase African American safety belt use. NHTSA anticipates funding one national organization for a period of three years that, if necessary, may subcontract with local or community-based service providers to administer demonstration projects in approximately 3 to 4 sites, to be determined jointly by NHTSA and the successful applicant. This Notice solicits applications from national non-

profit, not-for-profit and for-profit organizations. Interested applicants must submit an application packet meeting the requirements set forth in the application section of this Notice. NHTSA will evaluate the applications to determine which proposal will receive funding under this announcement.

DATES: Applications must be received no later than August 5, 2003, at 1 p.m., Eastern Standard Time.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurements (NPO-220), ATTN: April Jennings, 400 7th Street SW., Room 5301, Washington, DC 20590. All applicants must include reference to NHTSA Cooperative Agreement Program No. DTNH22-03-H-05155

FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to April Jennings, Office of Contracts and Procurement at (202) 366-9571 or by e-mail:

ajennings@nhtsa.dot.gov. Programmatic questions should be directed to Shirley Peterson Barton, Occupant Protection Division, NHTSA, NTI-112, 400 7th Street SW, Washington, DC 20590, fax (202) 366-7721 or by e-mail: sbarton@nhtsa.dot.gov. Interested applicants are advised that no separate application packages exist beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:**Background**

Safety Belt Use Among African Americans Reaches an Unprecedented Level

After decades of being below the national average for safety belt use and suffering a higher incidence of deaths and injuries from motor vehicle crashes, African Americans have begun using safety belts at an increased rate. In 1996, only 51 percent of African Americans used safety belts. The latest National Occupant Protection Use Survey (NOPUS) indicates that safety belt use among African Americans reached an unprecedented level of 77 percent in 2002. This increase of 8 percentage points over the rate recorded in 2000 places African Americans slightly ahead of the overall population in safety belt use (currently observed at 75 percent).

Keys to Success

This dramatic increase appears to be the result of a combination of factors. Prior to the 2002 NOPUS, minorities were overrepresented in motor vehicle crashes. In response, NHTSA initiated a comprehensive outreach project to