

authorized by Aero Sports Connection to give instruction in two-place powered ultralight vehicles that have a maximum empty weight of 496 pounds, have a maximum fuel capacity of 10 U.S. gallons, are not capable of more than 75 knots calibrated airspeed at full power in level flight, and have a power-off stall speed that does not exceed 35 knots calibrated airspeed.

*Grant, 05/30/2003, Exemption No. 6080F.*

*Docket No.: FAA-2001-8870.*

*Petitioner:* Massachusetts Institute of Technology.

*Section of 14 CFR Affected:* 14 CFR 91.319(c).

*Description of Relief Sought/*

*Disposition:* To permit Massachusetts Institute of Technology to operate certain single-engine and multiengine aircraft certified in the experimental category, over densely populated areas or in congested airways.

*Grant, 05/28/2003, Exemption No. 5210G.*

*Docket No.: FAA-2003-14242.*

*Petitioner:* World Airways, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.434(c)(1)(ii).

*Description of Relief Sought/*

*Disposition:* To permit World Airways, Inc. to substitute a qualified and authorized check airman or aircrew program designee for an FAA inspector to observe a qualifying pilot in command who is completing initial or upgrade training specified in § 121.424 during at least one flight leg that includes a takeoff and a landing.

*Grant, 05/22/2003, Exemption No. 8058.*

*Docket No.: FAA-2003-15202.*

*Petitioner:* Moody Aviation.

*Section of 14 CFR Affected:* 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.

*Description of Relief Sought/*

*Disposition:* To permit Moody Aviation to conduct local sightseeing flights at the Elizabethton Municipal Airport for sightseeing flights on May 31, 2003, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

*Grant, 05/27/2003, Exemption No. 8059.*

*Docket No.: FAA-2003-15176.*

*Petitioner:* Wings of Mercy.

*Section of 14 CFR Affected:* 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.

*Description of Relief Sought/*

*Disposition:* To permit Wings of Mercy to conduct local sightseeing flights at the Tulip City Airport on June 21, 2003, for compensation or hire, without

complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

*Grant, 05/30/2003, Exemption No. 8063.*

*Docket No.: FAA-2003-15276.*

*Petitioner:* Mr. Paul Diestelkamp.

*Section of 14 CFR Affected:* 14 CFR 61.103.

*Description of Relief Sought/*

*Disposition:* To permit Mr. Diestelkamp to apply for a private pilot certificate before reaching 17 years of age.

*Denial, 06/09/2003, Exemption No. 8069*

*Docket No.: FAA-2001-9352.*

*Petitioner:* International Aerobatic Club.

*Section of 14 CFR Affected:* 14 CFR 91.151(a)(1).

*Description of Relief Sought/*

*Disposition:* To permit the International Aerobatic Club (IAC) and their members participating in IAC-sponsored and/or-sanctioned aerobatic competitions conducted in accordance with IAC Official Contest Rules, to begin flight in an airplane, considering local conditions affecting fuel consumption, when there is enough fuel aboard the aircraft to take off, complete the planned flight maneuvers, and land at the same airport with enough fuel to fly for an additional 10 minutes at normal cruising speed.

*Grant, 05/22/2003, Exemption No. 5745E.*

[FR Doc. 03-16461 Filed 6-27-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Development of the Disaster Response and Evacuation User Service and Completion of the Version 5.0 Update to the National Intelligent Transportation System Architecture

**AGENCY:** Federal Highway Administration (FHWA), (DOT).

**ACTION:** Notice and request for comments.

**SUMMARY:** This notice announces that the Disaster Response and Evacuation (DRE) User Service will be available after August 15, 2003, at the following URL: <http://www.its.dot.gov>. Additionally, this notice announces that Version 5.0 of the National Intelligent Transportation System (ITS) Architecture will be available for review and comment for a 30 day period after August 15, 2003, at the following URL: <http://www.iteris.com/itsarch>. The focus of this version of the National ITS

Architecture is to incorporate the new DRE User Service and modifications that have been made to seven of the existing user services to better address transportation safety and security relating to natural disasters, terrorist acts, and other catastrophic events.

**FOR FURTHER INFORMATION CONTACT:** For information on National ITS Architecture Development and Evolution: Mr. Lee Simmons, (202) 366-8048, ITS Joint Program Office (HOIT-1). For information on ITS in general: Mr. Michael Freitas, (202) 366-9292, ITS Joint Program Office (HOIT-1). For legal questions: Ms. Gloria Hardiman-Tobin, (202) 366-0780, Office of the Chief Counsel (HCC-40); 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem, and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at <http://www.archives.gov> and the Government Printing Office's Web site at: <http://www.access.gpo.gov>.

An electronic copy of the Disaster Response and Evacuation (DRE) User Service can be retrieved from the ITS Web site at: <http://www.its.dot.gov/arch> after August 15, 2003. In addition, the entire National ITS Architecture Version 5.0 may be reviewed through a link at: <http://www.iteris.com/itsarch> after August 15, 2003. Through this Web site, the ITS Joint Program Office (JPO) intends to solicit comments on the new National ITS Architecture Version 5.0 for a period of 30 days.

##### Background

The National ITS Architecture provides a common framework for planning, defining, and integrating intelligent transportation systems. This common framework represents the starting point for more detailed regional and/or project architectures in which local characteristics are addressed appropriately. The scope of the National ITS Architecture is defined by a set of user services. Each user service represents the most common activities and operations that transportation stakeholders perform to sustain efficient and safe travel of people and goods.

The National ITS Architecture began as a program in 1993 to incorporate the

29 user services that were defined in the National ITS Program Plan. That stakeholder-based consensus effort was completed in 1996. Stakeholders identified a need for the Disaster Response and Evacuation User Service in order to address management of the surface transportation system during all types of disasters such as, natural disasters, terrorist acts, and other catastrophic events. This service is the fourth additional user service integrated into the National ITS Architecture and involved public sector and some private sector stakeholders representing emergency responders, public safety workers, and other elements of the surface transportation system.

#### **Disaster Response and Evacuation User Service**

The functional areas addressed in the new DRE User Service are those that involve ITS technologies, integration with other transportation systems that are represented in the National ITS Architecture, and those that will benefit surface transportation safety and efficiency. The DRE User Service is broken into two primary subservices with each addressing a number of functional areas. The disaster response subservice consists of eight major functions: Coordinate response plans, monitor alert levels, detect and verify emergency, assess infrastructure status, manage area transportation, critical service restoration, coordinate response/recovery, and disaster traveler information. The evacuation coordination subservice consists of four major functions: Evacuation planning support, evacuation traveler information, evacuation transportation management, and evacuation resource sharing.

#### **National ITS Architecture Version 5.0**

With respect to the updated Version 5.0 of the National ITS Architecture, existing user services which were modified to further address new aspects of transportation security included: Incident management, public transportation management, public travel security, on-board safety and security monitoring, freight mobility, hazardous materials security and incident response, and emergency notification and personal security.

One new subsystem, Security Monitoring, has been added to the twenty-one subsystems in existence in the National ITS Architecture. Four new terminators have been added and new market packages have been defined to reflect the additional services described by the Architecture. In addition, equipment packages, process

specifications, architecture flows and data flows have been added to accommodate the new user service and the transportation security modifications. The National ITS Architecture Version 5.0 will include an overview of the new security-related changes as well as hyperlinks to information on securing of ITS itself—information systems security, operations and personnel security, and the management of security policy/procedures.

Other modifications made to the National ITS Architecture for Version 5.0 include support for 511 traveler information systems, improvements to the hypertext, and updated mappings to the ITS standards activities such as efforts in 5.9 GHz dedicated short-range communications.

The National ITS Architecture Version 5.0 addressing transportation security updates, including the new DRE User Service, may be reviewed through a link on the National ITS Architecture Web site, <http://www.iteris.com/itsarch>, after August 15, 2003. Through this Web site, the ITS JPO intends to solicit comments on the new National ITS Architecture Version 5.0 for a period of 30 days. Once we have analyzed these comments, the final version is planned to be posted on the U.S. DOT ITS Web site, <http://www.its.dot.gov/arch> in October 2003 with CD ROMs available for distribution in November 2003.

**Authority:** 23 U.S.C. 101, 106, 109, 133, 315, and 508; sec 5206(e), Pub. L. 105-178, 112 Stat. 457 (23 U.S.C. 502 note); and 49 CFR 1.48.

Issued on: June 23, 2003.

**Mary E. Peters,**

*Federal Highway Administrator.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Railroad Administration**

#### **Petition for Waiver of Compliance**

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance from certain requirements of its safety regulations. The individual petition is described below including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favour of relief.

#### **Burlington Northern and Santa Fe Railway Company (Docket Number FRA-2003-15339)**

The Burlington Northern and Santa Fe Railway Company (BNSF) seeks a waiver of compliance from certain provisions of 49 CFR part 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment. Specifically, § 232.103(n)(3)(i), which requires that "all hand brakes shall be fully applied on all locomotives in the lead consist of an unattended train." BNSF seeks to permit the application of BNSF Rules (outlined below), relating to the securement of unattended trains, thereby avoiding the unnecessary application of hand brakes on locomotives attached to trains that are already secure within the confines or limits of a terminal or yard. BNSF believes their rules are adequate to meet the highest safety standards for securement of unattended equipment.

BNSF seeks to use the following rules to provide for the safe handling of standing equipment within a terminal or any location:

#### **Securing Equipment Against Movement**

Crew members are responsible for securing standing equipment with hand brakes to prevent undesired movement. The air brake system must not be depended upon to prevent an undesired movement. Use the following steps to determine the hand brakes to be applied:

- When setting out cars on a grade with slack bunched, apply the hand brakes on the low end of the cut of cars.
- When setting out cars on a grade with slack stretched, apply the hand brakes on the high end of the cut of cars.

Determining the number of hand brakes to be applied depends on:

- Grade and adhesion;
- Number of loaded and empty cars;
- Weather conditions (wind and temperature).

**Note:** Reference Rule 104.14 for hand brake guidelines. To verify the hand brake(s) applied will prevent movement, release all air brakes. All retainer valves must be in EXHAUST position.

#### **Securing an Unattended Train or Portion of Train with Locomotive Attached**

To secure a train or a portion of a train with the lead locomotive attached, perform the steps below:

1. Secure equipment against undesired movement;
2. Release all air brakes to ensure hand brakes will prevent movement;
3. Secure the locomotives as outlined in Rule 102.3.