

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.

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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