

safety-critical individual who performs safety-critical functions properly is essential to safe operations conducted under a license. In order to perform these safety-critical functions properly, a safety-critical individual must be in a mental state in which judgment is unimpaired by alcohol or unlawful drug usage, since their functions may include the ability to make time-critical decisions.

For commercial space launch operations, a safety-critical individual typically is part of a licensee's safety organization. For RLVs, safety-critical personnel also include the flight crew if they are part of a flight safety system. Crew who manage flight safety are responsible for ensuring that a launch vehicle does not pose a public safety threat. A typical safety-critical function would be initiation of a destruct command of a flight safety system, which, as defined in 14 CFR 401.5, is a system designed to limit or restrict the hazards to public health and safety and the safety of property presented by a launch or reentry vehicle in flight through controlled ending to vehicle flight. An employee performing this safety-critical function which impaired, either under the influence of alcohol or unlawful drugs, might, for instance, fail to actuate the flight safety system when the launch vehicle leaves the established flight safety limits. In this scenario, the vehicle or vehicle debris could impact a populated area, imposing an unacceptable risk to the public or property.

If a licensee were to allow an individual who performs safety-critical functions to perform those functions while under the influence of alcohol or unlawful drugs, the FAA would regard the licensee to be in violation of its safety responsibility under the license and FAA regulations. The FAA may commence appropriate enforcement action, including suspension of a license, a civil penalty action, or both, against the licensee.

Issued in Washington, DC, September 24, 2003.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 03-24611 Filed 9-26-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-56]

Petitions for Exemption; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains the dispositions of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

FOR FURTHER INFORMATION CONTACT: Caren Centorelli, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8199.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on September 24, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2003-15356.

Petitioner: Lufthansa Technik AG.

Section of 14 CFR Affected: 14 CFR 25.785(j).

Description of Relief Sought/Disposition: To provide relief from the handhold requirement of § 25.785(j). This exemption allows the installation of an interior arrangement that does not provide firm handholds for the Boeing Model 737-700 IGW airplane where the airplane is not operated for hire or offered for common carriage. *Grant, 09/03/2003, Exemption No. 8124.*

Docket No.: FAA-2003-15585.

Petitioner: Midcoast Aviation, Inc.

Section of 14 CFR Affected: 14 CFR 25.813(e).

Description of Relief Sought/Disposition: To provide relief from § 25.813(e) in order to allow installation of interior doors between passenger compartments on the Dassault Aviation airplane models Mystere Falcon 900 and

Falcon 900EX. *Grant, 09/03/2003, Exemption No. 8123.*

[FR Doc. 03-24600 Filed 9-26-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

User Input to the Aviation Weather Technology Transfer (AWTT) Board

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: FAA will hold an informal public meeting to seek aviation weather user input. Details: October 7, 2003, Orange County Convention Center, 9800 International Drive, Orlando, FL 32819, 1:30 a.m. to 5 p.m. in rooms 307A and B. The objective of this meeting is to provide an opportunity for interested aviation weather users to provide input on FAA's plans for implementing new weather products.

DATES: The meeting will be held in rooms 307A and B at The Orange County Convention Center, 9800 International Drive, Orlando, FL in conjunction with the National Business Aviation Association, Inc. (NBAA) 2003 Convention. Times: 1:30 p.m.-5 p.m. on October 7, 2003.

FOR FURTHER INFORMATION CONTACT: Debi Bacon, Aerospace Weather Policy Division, ARS-100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385-7705; Fax: (202) 385-7701; e-mail: debi.bacon@faa.gov. Internet address: <http://www.debi.bacon@faa.gov>.

SUPPLEMENTARY INFORMATION:

History

In 1999, the FAA established an Aviation Weather Technology Transfer (AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development into operations. The Director of the Aerospace Weather Policy and Standards Staff, ARS-20, chairs the AWTT Board. The board is composed of stakeholders in Air Traffic Services, ATS; Regulation and Certification, AVR; and Research and Acquisitions, ARA in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, OS and Office of Science and Technology, OST in the National Weather Service.

The AWTT Board meets semi-annually or as needed, to determine the

readiness of weather research and development (R&D) products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determinations will be based upon criteria in the following areas: Users needs; benefits; costs; risks; technical readiness; operational readiness and budget requirements.

The user interface process is designed to allow FAA to both report progress and receive feedback from industry users. Each AWTT board meeting will be preceded by a half-day industry review session approximately one month prior to each board meeting. These industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry review session intended to receive feedback on a weather R&D product that will be presented for consideration at the November 2003 AWTT Board meeting. The product to be considered is the Current Icing Potential—Alaska (CIP—AK).

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate. This meeting is being held in conjunction with the NBAA Convention 2003. There is a charge to attend the NBAA convention; however, any person desiring to attend this informal meeting will be admitted by NBAA convention officials at no charge to this meeting only.

(c) FAA personnel present will conduct a briefing on how the AWTT system works and any changes made to the process in the last year. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the process that is not clear.

(d) FAA personnel will present a briefing on the specific product to be reviewed at the November 2003 AWTT Board Meeting. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the presentation that is not clear.

(e) Any person present may give feedback on the product to be presented. Feedback on the proposed product will be captured through discussion between

FAA personnel and any persons attending the meeting. The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced. Any person attending may receive a copy of the written information upon request at the meeting.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback may also be submitted to FAA personnel for up to seven (7) days after the close of the meeting.

Agenda

- (a) Opening Remarks and Discussion of Meeting Procedures.
- (b) Briefing on AWTT Process.
- (c) Briefing on Weather Products.
- (d) Request for User Input.
- (e) Closing Comments.

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Issued in Washington, DC, on September 23, 2003.

David Whatley,

Director, Aerospace Weather Policy and Standards Staff.

[FR Doc. 03-24609 Filed 9-26-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 03-15651; Notice 3]

Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment

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

ACTION: Extension of comment period for a notice of draft interpretations.

SUMMARY: This document extends the comment period on a notice setting forth two draft interpretations concerning how our standard on lamps, reflective devices, and associated equipment applies to replacement equipment. In response to petitions from the Transportation Safety Equipment Institute (TSEI) and the Truck Trailer Manufacturers Association (TTMA), the agency is extending the comment period from October 2, 2003 to October 31, 2003.

DATES: You should submit comments early enough to ensure that Docket Management receives them not later than October 31, 2003.

ADDRESSES: You may submit comments (identified by the docket number set forth above) by any of the following methods:

- Web site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site. Please note, if you are submitting petitions electronically as a PDF (Adobe) file, we ask that the documents submitted be scanned using Optical Character Recognition (OCR) process, thus allowing the agency to search and copy certain portions of your submissions.¹

- Fax: 1-202-493-2251.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: All submissions must include the agency name and docket number. For detailed instructions on submitting comments, see the Submission of Comments heading of the Supplementary Information section of the Notice of Draft Interpretations (68 FR 42454, 42456; July 17, 2003). Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: George Feygin, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, Telephone: (202) 366-2992, Fax: (202) 366-3820.

SUPPLEMENTARY INFORMATION: On July 17, 2003, the agency published a notice requesting comments on two draft interpretations in response to questions

¹ Optical character recognition (OCR) is the process of converting an image of text, such as a scanned paper document or electronic fax file, into computer-editable text.