

or deliver your comments and material, they must be on 8 1/2-by-11-inch paper, and the quality of the copy should be clear enough for copying and scanning. If you mail your comments and material and would like to know whether the Docket Management Facility received them, please enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments and material received during the 60-day comment period.

Once we have considered all comments and related material, we will publish a final version of the national performance measures for use as guidelines by the general public. Individuals and institutions assessing the competence of mariners may refine the final version of these measures and develop innovative alternatives. If you vary from the final version of these measures, however, you must submit your alternative to the National Maritime Center for approval by the Coast Guard under 46 CFR 10.303(e) before you use it as part of an approved course or training program.

Dated: January 14, 2002.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 02-3929 Filed 2-15-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2002-12]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

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 a summary of certain petitions seeking relief from specified requirements of 14 CFR. 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.

DATES: Comments on petitions received must identify the petition docket

number involved and must be received on or before March 11, 2002.

ADDRESSES: Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2001-XXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Sandy Buchanan-Sumter (202) 267-7271, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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

Issued in Washington, DC, on February 13, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

[Docket No.: FAA-2001-9976]

Petitioner: United States Ultralight Association, Inc.

Section of 14 CFR Affected: 14 CFR 103.1(a) and (e).

Description of Relief Sought: To permit individuals authorized by the USUA to give instruction in powered ultralight vehicles that have a maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 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, and to include weight exclusions of up to 35 pounds for safety devices intended for deployment in a potentially catastrophic situation, up to 70 pounds for each float, up to 90 pounds for each amphibious float, up to 120 pounds for an amphibious fuselage, and up to 15 pounds for each outrigger float and pylon on powered ultralight vehicles used for training.

[Docket No.: FAA-2001-8939]

Petitioner: Experimental Aircraft Association.

Section of 14 CFR Affected: 14 CFR 103.1(a) and (e).

Description of Relief Sought: To permit individuals authorized by EAA to give instruction in powered ultralight vehicles that have a maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 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, and to include weight exclusions of up to 35 pounds for safety devices intended for deployment in a potentially catastrophic situation, up to 70 pounds for each float, up to 90 pounds for each amphibious float, up to 120 pounds for an amphibious fuselage, and up to 15 pounds for each outrigger float and pylon on powered ultralight vehicles used for training.

[Docket No.: FAA-2000-8425]

Petitioner: Aero Sports Connection, Inc.

Section of 14 CFR Affected: 14 CFR 103.1(a) and (e).

Description of Relief Sought: To permit individuals authorized by ASC to give instruction in powered ultralight vehicles that have a maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 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, and to include weight exclusions of up to 35 pounds for safety devices intended for deployment in a potentially catastrophic situation, up to 70 pounds for each float, up to 90 pounds for each amphibious float, up to 120 pounds for an amphibious fuselage, and up to 15 pounds for each outrigger float and pylon on powered ultralight vehicles used for training.

[FR Doc. 02-3932 Filed 2-15-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Intelligent Transportation Systems (ITS) Joint Program Office (JPO) Announcement of the Completed Integration of the Maintenance and Construction Operations User Service Into the National ITS Architecture

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: The purpose of this notice is to announce that the U.S. Department of Transportation, through the ITS Joint Program Office (JPO), has completed the integration of the Maintenance and Construction Operations (MCO) User Service into the National ITS Architecture. This user service was identified among stakeholders of the rural ITS deployment community as needed in order to develop more effective regional ITS architectures. The user service integration effort involved considerable stakeholder participation from the highway maintenance, construction, weather, and other rural communities from May 2001 through December 2001 at the kickoff meeting, program reviews, and separate discussions/meetings.

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 the Maintenance and Construction Operations User Service:* Mr. James Pol, (202) 366-4374, ITS Joint Program Office (HOIT-1), or Mr. Michael Freitas, (202) 366-9292, ITS Joint Program Office (HOIT-1); 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.nara.gov/fedreg> and the Government Printing Office's Web site at: <http://www.access.gpo.gov>.

An electronic copy of the Maintenance and Construction Operations (MCO) User Service can be retrieved from the ITS Web site at: <http://www.its.dot.gov>. The entire National ITS Architecture, including the integrated MCO User Service may be reviewed and retrieved from the ITS Web site at: <http://www.its.dot.gov>. Follow the available link to the Architecture.

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 more appropriately addressed. 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.

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. The Maintenance and Construction Operations User Service, published in the **Federal Register** on April 18, 2001, at 66 FR 20026, is the third additional user service and has now been incorporated into the National ITS Architecture.

The functional areas addressed in the MCO User Service are those that involve Intelligent Transportation (ITS) technologies, integration with other transportation systems that are represented in the National ITS Architecture, and those that will benefit surface transportation efficiency and safety. The focus for the MCO User Service is in the following four functional areas:

Maintenance Vehicle Fleet Management—systems that monitor and track vehicle location, support enhanced routing, scheduling and dispatch functions, and use on-board diagnostic systems to assist in vehicle operations and maintenance activities.

Roadway Management—systems that provide automated monitoring of traffic, road surface, and weather conditions, contain coordinated dispatching, perform hazardous road conditions remediation, and have the ability to alert public operating agencies of changes in these conditions.

Conditions and Work Plan Dissemination—systems that ensure safe roadway operations during construction and other work zone activities and communicate with the traveler.

Work Zone Management and Safety—systems that disseminate and coordinate MCO work plans to affected personnel within and between public agencies and private sector firms.

Two new subsystems have been added to the nineteen in existence, Maintenance and Construction Management, and Maintenance and Construction Vehicles. In addition, equipment packages, process specifications, architecture flows and data flows have been added to accommodate the new user service. Twelve new market packages have been defined to reflect the additional services

described by the architecture. Finally, the addition of the MCO User Service brought an enhanced focus on weather information for the entire architecture.

The National ITS Architecture Version 4.0, including the new MCO User Service, is planned to be posted on the U.S. DOT ITS Web site in February 2002 with CD ROMs available for distribution in April 2002.

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: February 11, 2002.

Mary E. Peters,

Federal Highway Administrator.

[FR Doc. 02-3930 Filed 2-15-02; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA 2002-11472, Notice 1]

Krystal Koach, Inc., Receipt of Application for Decision of Inconsequential Noncompliance

Krystal Koach, Inc., (Krystal), a California Corporation, dba Krystal Enterprises, has determined that 1,725 Krystal buses produced between June 1996 and November 27, 2001, do not meet the labeling requirements of paragraph S5.3 of Federal Motor Vehicle Safety Standard (FMVSS) No. 120 "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Krystal has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR section 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

The tire placard labels affixed to the noncompliant vehicles show vehicle weight and tire inflation pressure values listed in "English" (Pounds, psi) units. They do not list the metric (Kilogram, kPa) equivalent of these values.

Krystal states that this noncompliance is inconsequential because:

- (1) The correct information is shown on the label in English units;
- (2) Krystal has not received any complaints or inquiries concerning a lack of a Metric equivalent of the subject information on the label;