

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.

whether replacement lamps for the rear of a vehicle may have the reflex reflectors in a location that is inboard from that in the original lamps, and whether light source modifications are permissible for aftermarket lamps (68 FR 42454). The draft letters would be interpretations of Federal Motor Vehicle Safety Standard No. 108, *Lamps, Reflective Devices, and Associated Equipment*.

We initially provided a comment period of 45 days, until September 2, 2003. Subsequently, in response to a petition from the Specialty Equipment Market Association (SEMA), we extended the comment period to October 2, 2003 (68 FR 51635, August 27, 2003).

NHTSA received two petitions requesting an additional extension of the comment period, to October 31, 2003. The petitioners are the Transportation Safety Equipment Institute (TSEI) and the Truck Trailer Manufacturers Association (TTMA).

TSEI stated that it and its members have devoted a substantial amount of time and effort to consideration of comments. However, that organization stated that it cannot complete its recommendations until its Fall 2003 membership meeting, which will be held on October 9 and 10. According to the petitioner, a large portion of time during this meeting has been reserved for discussion and development of TSEI's position on the agency's draft interpretations by its engineering committee. Thereafter, TSEI expects to complete and submit its comments. The petitioner stated that in order to afford it the opportunity to apply the resources available to it during the October 9 and 10 meeting to complete work on its response, it requests an additional extension of the comment period, until October 31, 2003.

TTMA stated that its Engineering Committee is scheduled to meet on October 14 and 15, and that the agency's notice of draft interpretation will be one of the topics discussed. That organization stated that any comment it makes would best be developed at that time and would include the views of the TTMA membership.

After considering the arguments raised by TSEI and TTMA, we have decided that it is in the public interest to extend the comment period from October 2, 2003 to October 31, 2003, pursuant to the petitioners' requests.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the

comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

Authority: 49 U.S.C. 30111; 49 CFR 501.8(d)(5).

Issued on September 24, 2003.

Stephen P. Wood,

Assistant Chief Counsel for Vehicle Safety Standards and Harmonization.

[FR Doc. 03–24580 Filed 9–26–03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2003–16206]

Notice of Receipt of Petition for Decision that Nonconforming 2000, 2001 and 2002 Jaguar S-Type Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2000, 2001 and 2002 Jaguar S-Type passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2000, 2001 and 2002 Jaguar S-Type passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is October 29, 2003.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association,

business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Technologies LLC of Baltimore, Maryland (“J.K.”) (Registered Importer 90–006) has petitioned NHTSA to decide whether nonconforming 2000, 2001 and 2002 Jaguar S-Type passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 2000, 2001 and 2002 Jaguar S-Type passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it compared printed text from dealers and parts lists for both non-U.S. certified 2000, 2001 and 2002 Jaguar S-Type passenger cars and their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.