

Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150. This revision was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps, submitted under 14 CFR part 150, were in compliance with applicable requirements effective January 30, 1989. The proposed revision to the approved Noise Compatibility Program will be approved or disapproved on or before August 9, 1995.

EFFECTIVE DATE: The effective date of the start of the FAA's review of the revision to the approved Noise Compatibility Program is February 10, 1995. The public comment period ends April 11, 1995.

FOR FURTHER INFORMATION CONTACT: Charles B. Lieber, Airport Planner, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, (310) 297-1621. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed revision to the approved Noise Compatibility Program for San Diego International Airport—Lindbergh Field which will be approved or disapproved on or before August 9, 1995. This notice also announces the availability of the revision for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a Noise Compatibility Program for the FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the revision to the approved Noise Compatibility Program for San Diego International Airport—Lindbergh Field, effective on February 10, 1995. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 104(b) of the Act. On June 5, 1991, the FAA approved the Noise Compatibility Program for the San Diego International Airport. An announcement of FAA's approval of the Noise Compatibility Program was published in the **Federal**

Register on June 19, 1991. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to approval or disapproval of the revision. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 9, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed revision to the approved Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 615, Washington, DC 20591.

Federal Aviation Administration, Western-Pacific Region, AWP-600, P.O. Box 92007 WPC, Los Angeles, California 90009-2007.

Mr. Manuel I. Aceves, Deputy Port Director, Engineering & Development, Port of San Diego and Lindbergh Field Terminal, P.O. Box 488, San Diego, California 92112-0488.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on February 10, 1995.

Ellsworth Chan,

Acting Manager, Airports Division.

[FR Doc. 95-4982 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Aviation Rulemaking Advisory Committee renewal.

SUMMARY: Notice is hereby given of the renewal of the Aviation Rulemaking

Advisory Committee. The Administrator is the sponsor of the committee, which consists of members appointed by the Administrator as representatives of a broad spectrum of the aviation community. The committee provides the aviation public a means by which to have its interests in aviation safety rulemaking taken into consideration in the development of regulatory actions. The committee provides the FAA with the benefit of obtaining the input of affected parties before a proposal is ever issued, thus enabling the agency to produce better documents. The functions of the committee are solely advisory.

The Secretary of Transportation has determined that the formation and use of the committee are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the committee and executive committee will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act.

FOR FURTHER INFORMATION CONTACT: Office of Rulemaking (ARM-1), 800 Independence Avenue, SW., Washington, DC 20591, telephone: 202-267-9677.

Issued in Washington, D.C., on February 21, 1995.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-4980 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 95-005; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1992 BMW 520i 4-Door Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1992 BMW 520i 4-Door passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1992 BMW 520i 4-Door passenger car that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally

manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 31, 1995.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT: Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K") (Registered Importer 90-007) has petitioned NHTSA to decide whether 1992 BMW 520i 4-Door passenger cars are eligible for importation into the United States. The vehicle which G&K believes is substantially similar is the 1992 BMW 525i 4-Door that was manufactured for importation into, and sale in, the United States and certified

by its manufacturer, Bayerische Motoren-Werke A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1992 BMW 520i 4-Door to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that the 1992 BMW 520i 4-Door, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1992 BMW 520i 4-Door is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 Transmission Shift Lever Sequence * * *, 103 Defrosting and Defogging Systems, 104 Windshield Wiping and Washing Systems, 105 Hydraulic Brake Systems, 106 Brake Hoses, 107 Reflecting Surfaces, 109 New Pneumatic Tires, 113 Hood Latch Systems, 116 Brake Fluid, 124 Accelerator Control Systems, 201 Occupant Protection in Interior Impact, 202 Head Restraints, 203 Impact Protection for the Driver From the Steering Control System, 204 Steering Control Rearward Displacement, 205 Glazing Materials, 206 Door Locks and Door Retention Components, 207 Seating Systems, 209 Seat Belt Assemblies, 210 Seat Belt Assembly Anchorages, 211 Wheel Nuts, Wheel Discs and Hubcaps, 212 Windshield Retention, 216 Roof Crush Resistance, and 219 Windshield Zone Intrusion.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 Controls and Displays: (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) placement of a seat belt symbol on the seat belt warning lamp; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: (a) Installation of U.S.-model headlamps and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers; (c) installation of a high mounted stop lamp.

Standard No. 110 Tire Selection and Rims: Installation of a tire information placard.

Standard No. 111 Rearview Mirror: Replacement of the convex passenger side rearview mirror with a U.S.-model component.

Standard No. 114 Theft Protection: Installation of a warning buzzer microswitch and a warning buzzer in the steering lock assembly.

Standard No. 115 Vehicle Identification Number: Installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 Power Window Systems: Rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 Occupant Crash Protection: (a) installation of a seat belt warning buzzer; (b) installation of a knee bolster to augment the vehicle's air bag based passive restraint system, which otherwise conforms to the standard.

Standard No. 214 Side Door Strength: Installation of reinforcing beams.

Standard No. 301 Fuel System Integrity: Installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Standard No. 302 Flammability of Interior Materials: Treatment of cloth interior materials with a fire retardant spray.

Additionally, the petitioner states that the bumpers on the 1992 BMW 520i 4-Door must be reinforced to comply with the Bumper Standard found in 49 CFR Part 581.

The petitioner further states that before the vehicle can be entered into the United States, its VIN must be inscribed on fourteen specified parts and a theft prevention certification label must be installed for the vehicle to comply with the Theft Prevention Standard found in 49 CFR part 541.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent

possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141 (a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: February 23, 1995.

William A. Boehly,

Associate Administrator for Enforcement.

[FR Doc. 95-4986 Filed 2-28-95; 8:45 am]

BILLING CODE 4910-59-M

Research of Special Programs Administration

Grants and Denials of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Notice of Grants and Denials of Applications for Exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's

Hazardous Materials Regulations (49 CFR part 107, subpart B), notice is hereby given of the exemptions granted in November 1993 Thru May 1994. The modes of transportation involved are identified by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft. Application numbers prefixed by the letters EE represent applications for Emergency Exemptions.

MODIFICATION AND PARTY TO EXEMPTIONS

Application No.	Exemption No.	Applicant	Regulation(s) affected	Nature of exemption thereof
3216-X	DOT-E 3216	E.I. du Pont de Nemours & Company, Inc., Wilmington, DE.	49 CFR 173.341(c)	Authorizes the use of a proposed DOT Specification 110A300W tank car tank for transportation of certain compressed gases. (Modes 1, 3).
3630-P	DOT-E 3630	VWR Corporation, West Chester, PA.	49 CFR 173.839(a), 177.839(b).	To become a party to exemption 3630 (Mode 1).
4338-P	DOT-E 4338	Hoechst Celanese Corp, Charlotte, NC.	49 CFR 173.119(m), 173.245a, 173.247, 174.63(b).	To become a party to exemption 4338 (Modes 1, 2, 3).
4453-P	DOT-E 4453	Western Explosive Systems Company (WESCO), Salt Lake City, UT.	49 CFR 172.101, 173.114a(h)(3), 175.415, 176.83.	To become a party to exemption 4453 (Modes 1, 3).
4453-P	DOT-E 4453	Buckley Powder Company of Oklahoma, Inc., Mill Creek, OK.	49 CFR 172.101, 173.114a(h)(3), 176.415, 176.83.	To become a party to exemption 4453 (Modes 1, 3).
4803-P	DOT-E 4803	D-H Acquisition, Inc., Dallas, TX.	49 CFR 173.245, 173.248, 173.249, 173.263, 173.272, 173.289, 178.343-5.	To become a party to exemption 4803 (Mode 1).
4850-P	DOT-E 4850	Halliburton Energy Services, Houston, TX.	49 CFR 173.100(cc) 175.3.	To become a party to exemption 4850 (Modes 1, 2, 3, 4).
5206-P	DOT-E 5206	Vet's Explosives, Inc., Torrington, CT.	49 CFR 173.1114a	To become a party to exemption 5206 (Mode 1).
5206-P	DOT-E 5206	Ladshaw Explosives, Inc., New Braunfels, TX.	49 CFR 173.114a	To become a party to exemption 5206 (Mode 1).
5704-X	DOT-E 5704	U.S. Department of Defense, Falls Church, VA.	49 CFR 173.62, 173.93(e).	Authorizes the transport of certain Class A and Class B explosives in non-DOT specification steel drums. (Modes 1, 2, 3).
5951-P	DOT-E 5951	Rowell Chemical Corporation, Hinsdale, IL.	49 CFR 173.314(c)	To become a party to exemption 5951 (Modes 1,2).
6610-P	DOT-E 6610	Aztec Peroxides, Inc., Elyria, OH.	49 CFR 173.225(e)	To become a party to exemption 6610 (Mode 1).
6614-P	DOT-E 6614	Inter Valley Pool Supply, Azusa, CA.	49 CFR 173.245, 173.263(a)(28) and 173.277(a)(6).	To become a party to exemption 6614 (Mode 1).
6626-P	DOT-E 6626	Portland Welding Supply, Portland, ME.	49 CFR 173.34(e)(15)(i), 173.34(e)(15)(v), 175.3.	To become a party to exemption 6626 (Modes 1, 2, 3, 4, 5).
6691-P	DOT-E 6691	United States Welding, Inc., Denver, CO.	49 CFR 173.34(e)(15)(i), Part 107, Subpart B, Appendix B.	To become a party to exemption 6691 (Modes 1, 2, 3, 4).
6691-P	DOT-E 6691	Southern Welding Supply, Inc., Savannah, GA.	49 CFR 173.34(e)(15)(i), Part 107, Subpart B, Appendix B.	To become a party to exemption 6691 (Modes 1, 2, 3, 4).
6691-P	DOT-E 6691	Trinity Welding Supply, Inc., Dallas, TX.	49 CFR 173.34(e)(15)(i), Part 107, Subpart B, Appendix B.	To become a party to exemption 6691 (Modes 1, 2, 3, 4).
6691-P	DOT-E 6691	George W. Fowler Company, Stuart, FL.	49 CFR 173.34(e)(15)(i), Part 107, Subpart B, Appendix B.	To become a party to exemption 6691 (Modes 1, 2, 3, 4).