

document) will require the use of at least a 486DX2-66 machine or Macintosh equivalent.

Not only should this effort result in a much more efficient use of space, personnel, equipment, and expertise, but it should save the public and the government time and money in analyzing information submitted to the docket.

#### Notice of Public Meeting

The Department believes that users will benefit from an opportunity to hear a more detailed description of the new docket management system and to ask questions about it. Therefore, we are holding a public meeting beginning at 1:30 PM and ending no later than 4:00 PM (local time) on March 29, 1995, in Washington, DC. We hope that as people start using the system, they will point out problems and bring us new ideas on how to make the system more responsive to their needs.

Seating will be restricted by available room size and will be made available on a first-come-first-served basis. If time and the number of attendees permit, we may be able to conduct one or more short tours of the new docket facility. If the interest expressed in the tour exceeds the capacity of our docket facility, we will schedule additional tours. Persons interested in attending should contact Rasheed Tahir at 202-366-9307.

Since this meeting is intended to inform the public about and to solicit public views and questions on the new docket management system, we will conduct it in an informal manner.

Issued in Washington, D. C. on March 13, 1995.

**Stephen H. Kaplan,**

*General Counsel.*

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BILLING CODE 4910-62-P

#### Federal Aviation Administration

[Summary Notice No. PE-9521]

#### Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain

petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. 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 April 4, 1995.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on March 9, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

**Docket No.:** 27956

**Petitioner:** Air Line Pilots Association  
**Sections of the FAR Affected:** 14 CFR appendices I and J, part 121

**Corrective Action:** To withdraw the notice of this petition published in the **Federal Register** on February 17, 1995. Due to an inadvertent administrative error, on January 31, 1995, the FAA responded to already denied petitions and published this response for comments.

#### Dispositions of Petitions

**Docket No.:** 24052

**Petitioner:** The Blue Angels  
**Sections of the FAR Affected:** 14 CFR 91.117(a) and (b), 91.119(c), and 91.303(c) and (d)

**Description of Relief Sought/**

**Disposition:** To extend Exemption No. 4504, as amended, which permits the Blue Angels pilots to conduct airshow rehearsals involving low-level, high-speed, and aerobatic flight subject to certain conditions and limitations.  
**GRANT, February 23, 1995, Exemption No. 4504D**

**Docket No.:** 25390

**Petitioner:** Airbus Industrie  
**Sections of the FAR Affected:** 14 CFR 145.35

**Description of Relief Sought/**

**Disposition:** To permit the production units and associated partners of Airbus to be collectively certificated under Airbus as a U.S. foreign repair station to support the operation of U.S.-registered A300, A310, A320, A321, A330, and A340 aircraft.  
**GRANT, February 15, 1995, Exemption No. 6029**

**Docket No.:** 26976

**Petitioner:** United States Coast Guard  
**Sections of the FAR Affected:** 14 CFR 91.119(c)

**Description of Relief Sought/**

**Disposition:** To extend Exemption No. 5614, which permits the Coast Guard to operate over other than congested areas at an altitude of less than 500 feet and, in the case of operations over open water or sparsely populated areas, at a distance closer than 500 feet to any person, vessel, vehicle, or structure for the purpose of rescuing and aiding persons and protecting and saving property.  
**GRANT, February 23, 1995, Exemption No. 5614A**

**Docket No.:** 27086

**Petitioner:** Bombardier, Inc.  
**Sections of the FAR Affected:** 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57(c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A, part 61

**Description of Relief Sought/**

**Disposition:** To extend Exemption No. 5617, which permits Bombardier to use FAA-approved simulators to meet certain flight experience requirements of part 61 of the FAR.  
**GRANT, February 16, 1995, Exemption No. 5617A**

**Docket No.:** 27951

**Petitioner:** Corning Incorporated  
**Sections of the FAR Affected:** 14 CFR 25.562(b) and (c)

**Description of Relief Sought/**

**Disposition:** To allow Corning Incorporated exemption from performing the emergency landing dynamic tests required by §§ 25.562(b) and (c), for seating on Corning's Dornier 328-100 aircraft.

*DENIAL, February 16, 1995,  
Exemption No. 6028*

*Docket No.: 28077*

*Petitioner: Evan Joseph Farrow (through  
his mother, Mrs. Pamela Farrow)*

*Sections of the FAR Affected: 14 CFR  
121.311(b)*

*Description of Relief Sought/*

*Disposition: To permit Evan to be held on his caregiver's lap, rather than being secured in an approved child restraint device or in an individual seat with a seatbelt, while aboard an aircraft even though he has reached his second birthday. GRANT, February 14, 1995, Exemption No. 6027*

*Docket No.: 28099*

*Petitioner: Delta Air Lines, Inc.*

*Sections of the FAR Affected: 14 CFR  
25.791(a) and 121.317(a)*

*Description of Relief Sought/*

*Disposition: To allow Delta to operate MD-90 aircraft with the "No Smoking" signs hardwired in the ON position. GRANT, March 1, 1995, Exemption No. 6034*

[FR Doc. 95-6401 Filed 3-14-95; 8:45 am]

BILLING CODE 4910-13-M

## National Highway Traffic Safety Administration

[Docket No. 95-17; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1985 Dobson Horse Trailers Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT

**ACTION:** Notice of receipt of petition for decision that nonconforming 1985 Dobson horse trailers 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 1985 Dobson horse trailer that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because it has safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATE:** The closing date for comments on the petition is April 14, 1995.

**ADDRESS:** 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 Street SW., Washington, DC 20590. (Docket hours are from 9:30 a.m. to 4 p.m.)

**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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. 1397(c)(3)(A)(i)(II)) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive test data of such other evidence as NHTSA decides to be adequate.

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 an opportunity to comment on the petition. At the cost of the 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 (Registered Importer R-90-007) has petitioned NHTSA to decide whether 1985 Dobson horse trailers are eligible for importation into the United States. The petitioner contends that this vehicle is eligible for importation under 49 U.S.C. 30141(a)(1)(B) because it has safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

Specifically, the petitioner claims that the 1985 Dobson horse trailer complies

with Standard No. 119 New Pneumatic Tires for Vehicles other than Passenger Cars. Additionally, the petitioner claims that the vehicle complies with Standard No. 121 Air Brake Systems in that it "has drum style brakes at each wheel set, of a size and capacity sufficient to meet the standard."

The petitioner further contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

**Standard No. 106 Brake Hoses:** Replacement of all existing brake hose linings from the front connection to the pressure modulators and from the pressure modulators to the wheel brake assemblies with hose lining that bear DOT markings and have crimped end fittings.

**Standard No. 108 Lamps, Reflective Devices, and Associated Equipment:** (a) installation of two yellow illuminated markers on each side of the vehicle and on its front end; (b) installation of one yellow reflector on each side of the vehicle; (c) installation of one red illuminated marker on each side of the vehicle and five red illuminated markers on its rear end; (d) installation of one red reflector marker on each side of the vehicle and two red reflector markers on its rear end; (e) installation of one strip of 50mm (Grade DOT-C2) white/red retroreflective sheeting on each side of the vehicle and on its rear end; (f) installation of two strips of 50mm (Grade DOT-C2) white retroreflective sheeting on the vehicle's rear end; (g) installation of one white license plate lamp on the vehicle's rear end; (h) installation of two red taillamp/stoplamp/turn indicators on the vehicle's rear end.

**Standard No. 115 Vehicle Identification Number:** Installation of a VIN plate.

**Standard No. 120 Tire Selection and Rims for Motor Vehicles other than Passenger Cars:** Installation of a tire information placard.

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.