

required to collect PFCs: Air Taxi/ Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, NY 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Bradford Regional Airport Authority.

Issued in Jamaica, New York on March 10, 1994.

Anthony P. Spera,

Acting Manager, Airports Division Eastern Region.

[FR Doc. 95-6690 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Petition for a Waiver of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of Federal railroad safety regulations. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket No. HS-94-2) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received before April 26, 1995 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for

examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590.

The waiver petition is as follows:

Central Montana Rail, Incorporated (CM), FRA Waiver Petition Docket No. HS-94-5

The CM seeks an exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. CM states that it is not its intention to employ a train and engine service employee more than 12 hours under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. CM operates 83 miles of Class 2 track and 4 miles of Class 1 track between Moccasin Junction and Geraldine, Montana. Train movements are authorized by the yard limit rule and track warrant as stated in the General Code of Operating Rules. The maximum authorized operating speed is 25 mph.

The CM performs interchange service with the Burlington Northern Railroad Company at Moccasin Junction. The petitioner indicates that granting of the exemption will greatly facilitate their operation, is in the public interest, and will not adversely affect safety. Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

Issued in Washington, DC on March 10, 1995.

Phil Olekszyk,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-6582 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-06-P

Waiver Petition Docket Number PB-94-3; Public Hearing

The National Railroad Passenger Corporation (Amtrak) has requested a waiver of compliance from certain provisions of the Railroad Power Brakes and Drawbars Regulations, Title 49 CFR Part 232. (see FR 37528, July 22, 1994). Amtrak is requesting that it be permitted to extend the clean, oil, test and stencil (COT&S) period from 36 months to 48 months on all passenger cars equipped with 26-C Type Brake Equipment. Section 232.17(b)(2) states: "Brake equipment on passenger cars must be clean, repaired, lubricated and tested as often as necessary to maintain it in a safe and suitable condition for service but not less frequently than as required in Standard S-045 in the Manual of Standards and Recommended Practices of the Association of American Railroads (AAR)." Paragraph 2.1.2 of Standard S-045 (AAR Manual Section

A, Part III) currently specifies 36 months for 26-C Type Brake Equipment.

The Federal Railroad Administration (FRA) has determined that a public hearing be held in this matter. Accordingly a public hearing is hereby set for 9:30 a.m. on April 6, 1995, at the Nassif Building, Conference Room 4236, 400 Seventh Street, SW., Washington, DC. The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (Title 49 CFR Part 211.25), by a representative designated by the FRA. The hearing will be a nonadversary proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition.

Issued in Washington, DC March 10, 1995.

Phil Olekszyk,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-6581 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[Docket No. 94-98; Notice 2]

Decision That Nonconforming 1973 Ferrari Dino 246 GTS Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1973 Ferrari Dino 246 GTS passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1973 Ferrari Dino 246 GTS passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1973 Ferrari Dino 246 GTS), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective March 17, 1995.

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) 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 (Registered Importer R-90-007) petitioned NHTSA to decide whether 1973 Ferrari Dino 246 GTS passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on December 28, 1994 (59 FR 67002) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Fiat Auto U.S.A., Inc. (Fiat), the United States representative of Ferrari. In its comment, Fiat stated that Ferrari, and other companies within the Fiat Group, have invested considerable resources in the design and production of vehicles that comply with the Federal motor vehicle safety standards. Although it stated that it has not determined what modifications are necessary to bring a vehicle into compliance with the Federal safety standards, Fiat contended that it is not possible to achieve such compliance by simply retrofitting a vehicle built for the

European market, without conducting extensive development and testing.

Because Fiat's comments did not specify how non-U.S. certified 1973 Ferrari Dino 246 GTS passenger cars are incapable of being readily altered to conform to the standards, there was no basis for NHTSA to solicit a response from the petitioner. As they have been performed with relative ease on thousands of vehicles imported over the years, none of the modifications described in the petition would preclude NHTSA from determining that non-U.S. certified 1973 Ferrari Dino 246 GTS passenger cars are eligible for importation. NHTSA has accordingly decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP 107 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1973 Ferrari Dino 246 GTS not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1973 Ferrari Dino 246 GTS originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 3014(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: March 14, 1995.

Harry Thompson,

Acting Director, Office of Vehicle Safety Compliance.

[FR Doc. 95-6703 Filed 3-16-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

[Treasury Order Number 145-01]

Lend-Lease Functions and Trust Fund Receipts; Authority Delegation

Dated: March 10, 1995.

1. By virtue of the authority vested in the Secretary of the Treasury, including the authority in 31 U.S.C. 321(b) and Executive Order (E.O.) 9726, it is ordered that the liquidation of the transferred functions cited in E.O. 9726

are delegated to the Commissioner, Financial Management Service. The Commissioner may redelegate the authority transferred to such subordinates in the bureau as necessary.

a. E.O. 9726 (May 17, 1946) transferred to the Department the Office of Foreign Liquidation and all functions with respect to the maintenance of accounts and other fiscal records relating to lend-lease and reverse lend-lease, effective at the close of business on May 31, 1946.

b. The Commissioner, upon approval by the Fiscal Assistant Secretary, may make arrangements with any bureau, division, or office within the Department for the performance of functions pertaining to lend-lease or reverse lend-lease transferred under this Order.

2. By virtue of the authority vested in the Secretary of the Treasury, including the authority in 31 U.S.C. 321(b), it is ordered that the authority to effect covering of general, special and trust receipts into the Treasury is delegated to the Commissioner, Financial Management Service. The Commissioner may redelegate the authority transferred herein to such subordinates in the bureau as deemed necessary. Such receipts will be considered as covered and officially acknowledged on the date they are entered in the records of the Financial Management Service. Paragraph 6. of the Joint Regulations No. 4, revised, issued by the Secretary of the Treasury and Comptroller General of the United States on April 29, 1955, provides:

The requirements of existing law that warrants be issued and countersigned to acknowledge the receipt of moneys to be covered in the Treasury are hereby waived. For the purposes of Section 305 of the Revised Statutes, as amended (31 U.S.C. 147), moneys received and covered into the public Treasury shall be deemed to be officially acknowledged when the receipt of such moneys, for credit to the receipt accounts or appropriation and fund accounts maintained pursuant to the Act of July 31, 1894, as amended (31 U.S.C. 1019), and Section 114(b) of the Budget and Accounting Procedures Act of 1950, is recorded by the Treasury offices designated for that purpose by the Secretary of the Treasury.

Frank N. Newman,

Deputy Secretary of the Treasury.

[FR Doc. 95-6638 Filed 3-16-95; 8:45 am]

BILLING CODE 4810-25-P