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FOR FURTHER INFORMATION CONTACT: Forest Rawls (202) 267-8033. Sandy Buchanan-Sumter (202) 267-7271, or Vanessa Wilkins (202) 267-8029, 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, D.C., on July 24, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2001-10069.

Petitioner: The Boeing Company.

Section of 14 CFR Affected: 14 CFR § 25.901(c).

Description of Relief Sought: To Permit Pratt & Whitney 2000 series engines to be certified on Boeing Model 757-300 series airplanes on the basis that, while this type design may not strictly comply with an applicable rule, it would provide a level of safety similar to that of currently approved B757-300 airplane type designs.

[FR Doc. 01-18808 Filed 7-26-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Announcing the Sixth Quarterly Meeting of the Crash Injury Research and Engineering Network

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

ACTION: Meeting announcement.

SUMMARY: This notice announces the Sixth Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at nine Level 1 Trauma Centers which are linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

DATE AND TIME: The meeting is scheduled from 9 a.m. to 5 p.m. on Thursday, September 6, 2001.

ADDRESSES: The meeting will be held at the University of Michigan, 1500 E. Medical Center Drive, G2000 Towsley Center (Dow Auditorium), Ann Arbor, Michigan 48109-0201.

FOR FURTHER INFORMATION CONTACT: Mrs. Donna Stemski, Office of Human-Centered Research, 400 Seventh Street, S.W., Room 6206, Washington, DC 20590, telephone: (202) 366-5662.

SUPPLEMENTARY INFORMATION: The CIREN System has been established and crash cases have been entered into the database by each Center. CIREN cases may be viewed from the NHTSA/CIREN web site at: http://www-nrd.nhtsa.dot.gov/include/bio_and_trauma/ciren-final.htm. NHTSA has held three Annual Conferences where CIREN research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA website. NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes, the second quarterly meeting on July 21, 2000, with a topic of side impact crashes, the third quarterly meeting on November 30, 2000, with a topic of thoracic injuries in crashes, the fourth quarterly meeting on March 16, 2001, with a topic of offset frontal collisions, and the fifth quarterly meeting on June 21, 2001, on CIREN outreach efforts. Presentations from these meetings is available through the NHTSA website.

NHTSA plans to continue holding quarterly meetings on a regular basis to disseminate CIREN information to interested parties. This is the sixth such meeting. The topic for this meeting is injuries involving Sport Utility Vehicles (SUVs). Subsequent meetings have tentatively been scheduled for December 2001 and March 2002. These quarterly meetings are in lieu of an annual CIREN conference.

Issued on: July 24, 2001.

Joseph N. Kianthra,

Acting Associate Administrator for Research and Development, National Highway Traffic Safety Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2001-9430; Notice 2]

Bajaj Auto, Ltd.; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 123

This notice grants the application by Bajaj Auto, Ltd., an Indian corporation, submitted by Rex Products, Inc. of South San Francisco, CA, dba Bajaj USA, for a temporary exemption of two years from a requirement of S5.2.1 (Table 1) of Federal Motor Vehicle Safety Standard No. 123 *Motorcycle Controls and Displays*. The basis of the request is that "compliance with the standard would prevent the manufacturer from selling a motor vehicle with an overall safety level at least equal to the overall safety level of nonexempt vehicles," 49 U.S.C. Sec. 30113(b)(3)(B)(iv).

Notice of receipt of the application was published on April 20, 2001, and an opportunity afforded for comment (66 FR 20349).

Bajaj applied on behalf of its Saffire motor scooters ("scooters") with automatic clutches. The scooters are defined as "motorcycles" for purposes of compliance with the Federal motor vehicle safety standards. According to Bajaj, the Saffire has a 90cc engine and a top speed of 60 km/h.

If a motorcycle is produced with rear wheel brakes, S5.2.1 of Standard No. 123 requires that the brakes be operable through the right foot control, though the left handlebar is permissible for motor driven cycles (Item 11, Table 1). Bajaj would like to use the left handlebar for the rear brake control for the scooters. Standard No. 123 specifies the left handlebar as the location for the manual clutch or integrated clutch and gear change, but there is no clutch on the automatic scooters.

Bajaj argued that the overall level of safety of the scooters equals or exceeds that of a motorcycle that complies with the brake control location requirement of Standard No. 123. Although "it is true that the human foot can apply much more force than can the hand, the foot is much less sensitive to travel distance. With the lever/cable operated brake system used on the Saffire, there is more than enough brake actuation force available to the hand of even the smallest rider."

Bajaj intends to begin sales in the United States "for market testing purposes during the 2001 sales year" and would like to include the Saffire in