SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public’s awareness of, and participation in, this aspect of the 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 the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before June 10, 2013.

ADDRESSES: You may send comments identified by Docket Number FAA–2013–0238 using any of the following methods:

• Government-wide rulemaking Web site: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically.

• Mail: Send comments to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

• Fax: Fax comments to the Docket Management Facility at 202–493–2251.

• Hand Delivery: Bring comments to the Docket Management Facility in Room W12–140 of the West Building Ground Floor, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78).

Docket: To read background documents or comments received, go to http://www.regulations.gov at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine L. Haley, ARM–203, Federal Aviation Administration, Office of Rulemaking, 800 Independence Ave. SW., Washington, DC 20591; email Katherine.L.Haley@faa.gov; (202) 493–5708.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on May 15, 2013.

Lirio Liu,
Director, Office of Rulemaking.

Petition for Exemption


Section of 14 CFR Affected: 14 CFR 61.57(b).

Description of Relief Sought: The relief sought would allow Northrop Grumman Systems Corporation to operate a BE–1900 (a type rated aircraft requiring one pilot crewmember by type certification) with a two-pilot flight crew that may not meet the night takeoff and landing experience requirements of § 61.57(b). Northrop Grumman Systems Corporation has requested the relief from § 61.57(b) by meeting the exception criteria found in § 61.57(e)(3), as appropriate with a two pilot crew.

[FR Doc. 2013–12023 Filed 5–20–13; 8:45 am]
SUPPLEMENTARY INFORMATION:

Comments.

Manufactured to conform to all motor vehicle, that was not originally manufactured, to all applicable FMVSS, and has no substantially similar U.S.-certified counterpart, shall be refused admission into the United States unless NHTSA has determined that the motor vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or 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 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.

US SPECS of Havre de Grace, Maryland (Registered Importer 03–321) has petitioned NHTSA to determine whether nonconforming 2012 Lita GLE–6 LSVs are eligible for importation into the United States. US SPECS believes these vehicles are capable of being modified to meet all applicable FMVSS. US SPECS submitted information with its petition intended to demonstrate that while 2012 Lita GLE–6 LSVs do not conform to any FMVSS as originally manufactured, they are capable of being altered to comply with all applicable FMVSS.

Specifically, the petitioner contends that the nonconforming 2012 Lita GLE–6 LSVs are capable of being readily altered to meet FMVSS No. 500 as follows:

1. Installation of headlights if not already so equipped.
2. Installation of turn signals if not already so equipped.
3. Installation of taillamps if not already so equipped.
4. Installation of stop lamps if not already so equipped.
5. Installation of reflex reflectors if the vehicle is not already so equipped.
6. Installation of driver and passenger mirrors if not already so equipped.
7. Installation of a parking brake if not already so equipped.
8. Installation of a windshield that meets the requirements of FMVSS No. 205 if not already so equipped.
9. Installation of Type 1 or Type 2 seat belts that meet the requirements of FMVSS No. 208 at each designated seating position if not already so equipped.

10. Every vehicle must be weighed. Any vehicle exceeding the gross vehicle weight rating (GVWR) limit for low speed vehicles (3,000 lbs.) must have a sufficient number of designated seating positions removed to bring the GVWR below that limit.

11. Every vehicle must be checked to ensure that it does not exceed the maximum (25 MPH) speed requirement. Any vehicle that does not meet the requirement must have its control system reprogrammed to ensure that the vehicle meets the maximum speed requirement.

In addition, the petitioner states that a vehicle identification number plate or label must be installed to meet the requirements of 49 CFR part 565 if the vehicle is not already so equipped.

It should be noted that the publication of this notice is not an acknowledgment that the vehicle that is the subject of the petition, the 2012 Lita GLE–6, is a low speed vehicle. In addition, in NHTSA’s view, a vehicle that is not a low speed vehicle may not be converted to one by installing a governor (electronic or mechanical) or by removing weight such as by removing a seat, which may be reinstalled. The vehicle at issue is the 2012 Lita GLE–6. Comments are invited on these matters.

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 addresses 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 1.95 and 501.8.

Issued on: May 14, 2013.

Claude H. Harris,
Director, Office of Vehicle Safety Compliance.

[FR Doc. 2013–12069 Filed 5–20–13; 8:45 am]

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