

an exemption from the affected regulations as they relate to the structural strength, deformation, and failure of the thrust reverser inner wall panels under certain refused takeoff (RTO) conditions. *Partial Grant of Exemption, 04/29/2005, Exemption No. 8329B.*

[FR Doc. 05-9825 Filed 5-17-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-29]

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

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

**ACTION:** Notice of petitions for exemption received.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. On January 13, 2005, a notice was published of a petition seeking relief from the requirements of 14 CFR 25.841(a)(2)(ii). By a letter dated March 4, 2005, the petitioner submitted additional information that indicated that it would also be necessary to obtain exemption from the related requirements of § 25.841(a)(2)(i). 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.

**DATE:** Comments on petitions received must identify the petition docket number involved and must be received on or before June 7, 2005.

**ADDRESSES:** You may submit comments [identified by DOT DMS Docket Number FAA-2004-19937] by any of the following methods:

- Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Docket:** For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Madeleine Kolb (425) 227-1134, Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; or John Linsenmeyer (202) 267-5174, 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, DC, on May 11, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

#### Petitions for Exemption

**Docket No.:** FAA-2004-19937.

**Petitioner:** Embraer Empresa Brasileira de Aeronautica S.A.

**Section of 14 CFR Affected:** 14 CFR 25.841(a)(2)(i), and (a)(2)(ii)

**Description of Relief Sought:** To permit certification of the Embraer ERJ 190 series (including the ERJ 190-100 and ERJ 190-200 model) airplanes without meeting the requirements of § 25.841(a)(2)(i), and (a)(2)(ii), Amendment 25-87, which specify the maximum cabin altitude allowable under certain failure conditions.

[FR Doc. 05-9826 Filed 5-17-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice To Extend Comment Period for an Environmental Impact Statement: St. Louis City and St. Louis County, MO

**AGENCY:** Federal Highway Administration (FHWA); Transportation.

**ACTION:** Extend comment period for a final environmental impact statement.

**SUMMARY:** The FHWA is issuing this notice to advise the public that we are extending the comment period for a final environmental impact statement

(EIS) for improvements on I-64 in the City of St. Louis and St. Louis County, Missouri.

#### FOR FURTHER INFORMATION CONTACT:

Peggy J. Casey, Environmental Projects Engineer, FHWA Division Office, 209 Adams Street, Jefferson City, MO 65101; Telephone: (573) 636-7104 or Mr. Kevin Keith, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), prepared a final EIS for a project that has been proposed to improve the transportation system in the City of St. Louis and St. Louis County, Missouri. The Notice of Availability for the New I-64 EIS (volumes 1 and 2) was published in the **Federal Register** on April 15, 2005 (70 FR 19951). The end of the official comment period was to be May 20, 2005. However, the comment period has been extended to June 20, 2005. Comments or questions should be directed to the FHWA or MoDOT at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 12, 2005.

**Peggy J. Casey,**

*Environmental Projects Engineer; Jefferson City.*

[FR Doc. 05-9883 Filed 5-17-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-20105]

#### Public Meeting To Discuss the Establishment of a National Registry of Certified Medical Examiners

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** FMCSA announces a public meeting concerning a National Registry of Certified Medical Examiners (NRCME). If established, the NRCME would be a database of medical examiners certified by FMCSA (or a third party) to conduct medical examinations of interstate commercial motor vehicle (CMV) drivers and effectively determine their physical qualifications to operate such vehicles

in interstate commerce as defined in 49 CFR 391.41. If the NRCME is implemented, the FMCSA would only accept medical examinations conducted by persons listed in the NRCME as proof of the physical qualifications standards for interstate CMV drivers. The meeting is intended to provide a general introduction to the NRCME concept and an opportunity for discussion with subject matter experts.

**DATES:** The meeting will be held on June 22, 2005. The meeting will begin at 9 a.m. and end at 1:15 p.m.

**ADDRESSES:** The meeting will be held at the Crystal City Marriott, 1999 Jefferson Davis Highway, Arlington, VA 22202.

**FOR FURTHER INFORMATION CONTACT:** For information, contact Dr. Mary D. Gunnels, Office of Bus and Truck Standards and Operations, Physical Qualifications Division, 202-366-4001.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Ms. Margo Weeks, Axiom Resource Management, Inc., 703-379-0412, ext 456.

#### SUPPLEMENTARY INFORMATION:

##### Background

Interest in certifying medical examiners to evaluate interstate commercial motor vehicle operators dates back to 1978, when the National Highway Traffic Safety Administration commissioned a feasibility study on the issue. This study addressed the primary weakness in the overall system—the lack of medical examiner understanding of the relationship of driver physical condition to the task of operating CMVs interstate. The study found that there were not enough doctors to support a certified medical examiner system. Instead, it recommended certifying a few medical examiners who would determine fitness when there was a conflict between a driver's physician and the motor carrier's physician.

In 1992, the Federal Motor Carrier Safety Regulations were amended to allow physicians' assistants, advanced nurse practitioners, and doctors of chiropractic to perform medical examinations of CMV operators, if permitted by state license (57 FR 33278; July 28, 1992). The number of potential medical examiners grew.

The idea of certification resurfaced during the National Transportation Safety Board's (NTSB) January 21, 2000 public hearing in New Orleans concerning a 1999 crash where it was determined that the CMV operator had

several life-threatening medical conditions. The NTSB concluded that medical examiners might not have the knowledge and information necessary to make appropriate decisions about driver fitness. In its "Highway Accident Report, Motorcoach Run-Off-The-Road Accident, New Orleans, Louisiana, May 9, 1999" (NTSB/HAR-01/01, PB 2001-916201, Notation 7381, August 28, 2001), the NTSB recommended (H-01-017 through H-01-024) that the FMCSA "Develop a comprehensive medical oversight program for interstate commercial drivers\* \* \*" that includes requirements to ensure "Individuals performing medical examinations for drivers are qualified to do so and are educated about occupational issues for drivers."

Most recently, the 107th Congress considered the issue of a National Registry in the Senate version of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (S. 1072, Sec. 4228). The legislation included language regarding the physical examinations required of CMV operators by medical examiners who are proficient in physical and medical examination standards and listed on a national registry maintained by the U.S. Department of Transportation.

#### Development and Implementation of the NRCME

Although Congress has not yet enacted legislation to require FMCSA to establish a registry of certified medical examiners, the Agency seeks to provide a general introduction to the NRCME concept and to initiate dialogue on the topic with subject matter experts. Through this dialogue, we also anticipate developing information that would allow us to exercise our current statutory authority under 49 U.S.C. 31316 (the Motor Carrier Safety Act of 1984) and 49 U.S.C. 31502 (the Motor Carrier Act of 1935) to better ensure the physical qualifications of interstate CMV drivers.

The NRCME would be used to identify medical examiners who have demonstrated to FMCSA that they have knowledge of the driver physical qualifications standards and all applicable advisory guidelines for use in determining whether an individual is qualified to operate CMVs in interstate commerce. Medical examiners listed in the NRCME would be trained and certified by FMCSA (or a third party) as being knowledgeable about the Federal driver physical qualifications standards. Medical examiners are not currently required to have specific training or demonstrate any special or unique

understanding of motor carrier operations to medically certify CMV drivers.

The delivery of program services and the ongoing operation of the National Registry would require the participation of private sector organizations that have relevant existing experience. These organizations would include medical associations and societies that provide education and training, as well as organizations that develop, administer and analyze certification examinations. Quality management/quality control (certification, accreditation) for the program would be conducted using accepted existing practices in the private sector.

#### Meeting Participation

All interested parties are encouraged to attend, including medical examiners, representatives of medical associations, certification and accreditation organizations, motor carriers and drivers, state motor carrier enforcement agencies, safety advocates and organizations. View the following Web site for more information: <http://www.nrcme.fmcsa.dot.gov>.

Issued on: May 12, 2005.

Annette M. Sandberg,  
Administrator.

[FR Doc. 05-9897 Filed 5-17-05; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

[Docket No. NHTSA 2003-16066; Notice 2]

#### Subaru of America, Inc., Notice of Grant of Application for Decision of Inconsequential Noncompliance

Subaru of America, Inc. (Subaru) determined that approximately 2,531 model year 2004 Subaru Impreza STi vehicles do not meet the labeling requirements mandated by Federal Motor Vehicle Safety Standard (FMVSS) No. 108, S7.7 (e) on "headlamp ballast."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Subaru has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." A copy of the petition may be found in this docket.

A notice of receipt of an application was published in the **Federal Register** on September 30, 2003, with a thirty-day comment period (68 FR 56376). In summary, the affected vehicles were