

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 May 13, 1996.

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, D.C. 20591.

Comments may also be sent electronically to the following Internet address: nprmcmts@mail.hq.faa.gov.

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, D.C. 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 Regulation (14 CFR Part 11).

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28502.

Petitioner: Cape Smythe Air Service, Inc.

Sections of the FAR Affected: 14 CFR 121.1 and 135.1.

Description of Relief Sought: To permit Cape Smythe Air Service, Inc., to continue to operate its Beechcraft 99 aircraft with up to 15 passenger seats, in part 135 scheduled passenger service.

Docket No.: 28504.

Petitioner: Renown Aviation, Inc.

Sections of the FAR Affected: 14 CFR 121.356(a).

Description of Relief Sought: To permit Renown Aviation, Inc., to operate one Convair 330 non-turbine-powered aircraft (Registration No. N3HH, Serial No. 173), and two Convair 440 non-turbine-powered aircraft (Registration Nos. N202RA and N204RA; Serial Nos. 497 and 504, respectively) without traffic alert and

collision avoidance system (TCAS) II equipment installed.

Docket No.: 28513.

Petitioner: Evergreen Helicopters of Alaska, Inc.

Sections of the FAR Affected: 14 CFR 135.153 and 135.180.

Description of Relief Sought: To permit Evergreen Helicopters of Alaska, Inc., to operate five CASA C-212-200-CC aircraft in Angola, Africa, in support of the United Nations Angolan Verification and Enforcement Mission, without these aircraft being equipped with an FAA-approved ground proximity warning system or a traffic alert and collision avoidance system.

Docket No.: 28543.

Petitioner: Bombardier, Inc.

Sections of the FAR Affected: 14 CFR 25.562.

Description of Relief Sought: To allow U.S. certification of the Canadair new model Global Express airplane without being required to meet the dynamic seat test requirements of the FAR.

Dispositions of Petitions

Docket No.: 25493.

Petitioner: Corporate Air.

Sections of the FAR Affected: 14 CFR 21.197(c)(2).

Description of Relief Sought/Disposition: To allow the issuance of a special flight permit with continuing authorization to the petitioner for aircraft that are operated and maintained in accordance with §§ 135.411(a)(1) and 135.419, "Approved aircraft inspection program."

Denial, March 18, 1996, Exemption No. 6416.

[FR Doc. 96-9963 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

[Docket No. 94-93; Notice 2]

Decision That Nonconforming 1995 Chevrolet 400 SS Pickup Trucks Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market and 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 sale in the United States and certified by its manufacturer as complying with the safety standards (the 1995 Chevrolet C1500), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective on or before April 23, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, 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.

Wallace Environmental Testing Laboratories, Inc., of Houston, Texas (Registered Importer No. R-90-005) petitioned NHTSA to decide whether 1995 Chevrolet 400 SS pickup trucks manufactured for the Mexican market are eligible for importation into the United States. NHTSA published notice of the petition on February 22, 1996 (61 FR 6889) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description

of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has 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-150 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1995 Chevrolet 400 SS pickup truck manufactured for the Mexican market is substantially similar to a 1995 Chevrolet C1500 originally manufactured for 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. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: April 17, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-9901 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 96-13; Notice 2]

Decision That Nonconforming 1972 Ford Mustang Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1972 Ford Mustang passenger cars manufactured for the Mexican market are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1972 Ford Mustang passenger cars manufactured for the Mexican market that were 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 1972 Ford Mustang), and they are capable of

being readily altered to conform to the standards.

DATES: This decision is effective on or before April 23, 1996.

FOR FURTHER INFORMATION CONTACT:

George Entwistle, Office of Vehicle Safety Compliance, NHTS (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.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas (Registered Importer R-90-005) petitioned NHTSA to decide whether 1972 Ford Mustang passenger cars manufactured for the Mexican market are eligible for importation into the United States. NHTSA published notice of the petition on February 21, 1996 (61 FR 6685) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has 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-151 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1972 Ford Mustang manufactured for the Mexican market that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1972 Ford Mustang originally manufactured for 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. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: April 17, 1996.

Marilynne Jacobs

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-9903 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-59-M

Research and Special Programs Administration

Submission for OMB Review; Comment Request

ACTION: Notice of request to extend an existing OMB approved information collection (2137-0584).

SUMMARY: As required by the Paperwork Reduction Act of 1995, a notice was published in the Federal Register on February 1, 1996 stating the Research and Special Programs Administration's (RSPA) intention to request OMB approval to extend this information collection. The notice allowed 60 days for public comments; none were received. The information collection has been submitted to OMB for review and approval, and the purpose of this notice is to allow 30 days from the date of this notice for public comment. Interested persons are invited to send comments regarding the burden estimate or any other aspect of this collection of information, including any of the following: (1) The necessity and utility of the proposed information collection for the proper performance of the agency's functions; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity