

make its inspection procedures manual (IPM) available to its supervisory and inspection personnel in lieu of giving a copy of the IPM to each supervisory and inspection personnel. *Grant, 10/14/2003, Exemption No. 7024B.*

*Docket No.: FAA-2003-16270.*

*Petitioner: Evergreen Helicopters International, Inc.*

*Section of 14 CFR Affected: 14 CFR 135.143(c)(2).*

*Description of Relief Sought/*

*Disposition: To permit Evergreen Helicopters International, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. Grant, 10/16/2003, Exemption No. 8155.*

*Docket No.: FAA-2001-10831.*

*Petitioner: Pomona Valley Pilots Association.*

*Section of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.*

*Description of Relief Sought/*

*Disposition: To permit the Pomona Valley Pilots Association to conduct local sightseeing flights at Cable Airport, Upland, California, on January 10 and 11, 2004, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.*

*Grant, 10/16/2003, Exemption No. 8154.*

*Docket No.: FAA-2002-12010.*

*Petitioner: Taunton Airport Association, Inc.*

*Section of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.*

*Description of Relief Sought/*

*Disposition: To permit the Taunton Airport Association, Inc., to conduct local sight seeing flights at the Taunton Municipal Airport, for its annual charity fundraising event on October 25, 2003, with a rain date of October 26, 2003, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. Grant, 10/16/2003, Exemption No. 8152.*

*Docket No.: FAA-2002-13888.*

*Petitioner: Western North Carolina Pilots Association.*

*Section of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.*

*Description of Relief Sought/*

*Disposition: To permit the Western North Carolina Pilots Association to conduct local sightseeing flights at the Asheville Regional Airport, Asheville, North Carolina, on October 25, 2003, and October 26, 2003, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention*

*requirements of part 135. Grant, 10/16/2003, Exemption No. 8153.*

*Docket No.: FAA-2001-9457.*

*Petitioner: Century Aviation.*

*Section of 14 CFR Affected: 14 CFR 135.143(c)(2).*

*Description of Relief Sought/*

*Disposition: To permit Century Aviation to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. Grant, 10/17/2003, Exemption No. 8156.*

*Docket No.: FAA-2002-11494.*

*Petitioner: Segrave Aviation, Inc.*

*Section of 14 CFR Affected: 14 CFR 135.143(c)(2).*

*Description of Relief Sought/*

*Disposition: To permit Segrave Aviation, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. Grant, 10/21/2003, Exemption No. 7723A.*

*Docket No.: FAA-2003-14960.*

*Petitioner: Mark Gunther.*

*Section of 14 CFR Affected: 14 CFR 65.77.*

*Description of Relief Sought/*

*Disposition: To permit Mark Gunther to apply for the FAA mechanic certificate with airframe rating without the required graduation certificate or completion from a certificated Aviation Maintenance Technician School. Denial, 10/14/2003, Exemption No. 8158.*

*Docket No.: FAA-2001-10469.*

*Petitioner: United Air Lines, Inc.*

*Section of 14 CFR Affected: 14 CFR 145.45(f).*

*Description of Relief Sought/*

*Disposition: To permit United Airlines, Inc., to make one copy of its inspection procedures manual (IPM) available to its supervisory and inspection personnel rather than give a copy of the IPM to each of its supervisory and inspection personnel. Grant, 10/20/2003, Exemption No. 6393D.*

*Docket No.: FAA-2003-16215.*

*Petitioner: Arkansas Aviation Technologies Center.*

*Section of 14 CFR Affected: 14 CFR 65.17(a), 65.19(b), and 65.75(a).*

*Description of Relief Sought/*

*Disposition: To permit the Arkansas Aviation Technologies Center, under contract to The Aviation Tech Center (TATC) to administer the FAA oral and practical mechanic examinations to students at times and places identified in TATC's FAA-approved operations manual; conduct oral and practical mechanic examinations as an integral part of the education process rather than conducting the tests upon students' successful completion of the mechanic written examinations; allow applicant to apply for retesting within 30 days after*

failure without presenting a signed statement certifying that additional instruction has been given in the failed area; and administer the Aviation Mechanic General written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of § 65.77.

*Grant, 10/27/2003, Exemption No. 8162.*

*Docket No.: FAA-2003-16331.*

*Petitioner: Minuteman Aviation, Inc.*

*Section of 14 CFR Affected: 14 CFR 135.143(c)(2).*

*Description of Relief Sought/*

*Disposition: To permit Minuteman Aviation, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in those aircraft. Grant, 10/30/2003, Exemption No. 8163.*

[FR Doc. 03-30909 Filed 12-12-03; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-16629]

#### Notice of Receipt of Petition for Decision That Nonconforming 2000 Ford F150 Pickup Trucks Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 2000 Ford F150 pickup trucks are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2000 Ford F150 pickup trucks that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) They are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATE:** The closing date for comments on the petition is January 14, 2004.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to

5 p.m.]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), 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 sale in the United States, certified under 49 U.S.C. 30115, 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**.

Automobile Concepts, Inc. of North Miami, Florida ("AMC") (Registered Importer 01-278) has petitioned NHTSA to decide whether 2000 Ford F150 pickup trucks manufactured in the United States for export to foreign markets are eligible for importation into the United States. The vehicles which AMC believes are substantially similar are 2000 Ford F150 pickup trucks that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 2000 Ford F150 pickup trucks to their U.S.-

certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

AMC submitted information with its petition intended to demonstrate that non-U.S. certified 2000 Ford F150 pickup trucks, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2000 Ford F150 pickup trucks are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic and Electric Brake Systems*, 106 *Brake Hoses*, 108 *Lamps, Reflective Devices and Associated Equipment*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Brake Fluid*, 118 *Power Window Systems*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

*Standard No. 101 Controls and Displays:* replacement of the instrument cluster with a U.S.-model component so that the speedometer reads in miles per hour.

*Standard No. 120 Tire Selection and Rims:* installation of a tire information placard.

*Standard No. 208 Occupant Crash Protection:* inspection of all vehicles and replacement of any seat belts, air bag control units, air bags, and knee bolsters with U.S.-model components on vehicles that are not already so equipped. Petitioner states that the vehicle should be equipped with an automatic restraint system consisting of driver's and passenger's air bags and knee bolsters, air bag crash sensors, and an air bag control unit. Petitioner also states that the vehicle should be equipped with combination lap and

shoulder belts that are self-tensioning and that release by means of a single red pushbutton. Petitioner further states that the vehicle is equipped with a seat belt warning lamp identical to that on the vehicle's U.S.-certified counterpart.

The petitioner also states that a vehicle identification plate must be affixed to the vehicle near the left windshield post and a reference and certification label must be affixed to the edge of the driver's side door or to the latch post nearest the driver to meet the requirements of 49 CFR Part 565. In addition, a certification label must be affixed to the driver's side doorjamb to meet the requirements of 49 CFR Part 567.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.]. It is requested but not required that 10 copies be submitted.

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 address 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 1.50 and 501.8.

Issued on: December 9, 2003.

**Kenneth N. Weinstein,**  
Associate Administrator for Enforcement.  
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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2003-16672]

**Notice of Receipt of Petition for Decision That Nonconforming 2003 Saab 9.3 Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 2003 Saab 9.3 passenger cars are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic