Federal Aviation Administration

Civil Tiltrotor Development Advisory Committee Infrastructure Subcommittee

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act Public Law (72–362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Infrastructure Subcommittee that will be held on April 27–28, 1995 at the headquarters of the Airport Council International located at 1775 K Street NW, Suite 500, Washington DC 20006. The meeting will begin at 9:00 a.m. on the 27th and conclude by 1:00 p.m. on the 28th.

The agenda for the Infrastructure Subcommittee meeting will include the following:

(1) Briefings on assumptions and results of the CTRDAC economic analysis.

(2) Review and discussion of the Subcommittee draft executive summary.

(3) Review the Infrastructure Subcommittee work plans, schedule and assumptions.

Persons who plan to attend the meeting should notify Ms. Karen Braxton on 202–267–9451. Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Karen Braxton at least three days prior to the meeting. Issued in Washington, D.C., April 3, 1995.

Richard A. Weiss,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 95–8766 Filed 4–7–95; 8:45 am]

BILLING CODE 4910–13–M

Civil Tiltrotor Development Advisory Committee Economics Subcommittee

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act Public Law (72–362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Economics Subcommittee that will be held on April 17, 1995 in Cambridge, MA, at the Volpe National Transportation Systems Center (VNTSC), 55 Broadway, Kendall Square, in the Executive Conference Center, 12th Floor.

The meeting will begin at 9:30 a.m. and conclude by 3:00 p.m.

The Agenda for the third Economics Subcommittee meeting will include the following:

(1) Review and discussion on the draft executive summary of the economics report.

(2) Review of assumptions.

(3) Review of schedule and work plans.

Persons who plan to attend the meeting should notify Ms. Karen Braxton on 202–267–9451 by April 13. Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Karen Braxton at least three days prior to the meeting. Issued in Washington, DC., April 4, 1995.

Richard A. Weiss,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 95–8768 Filed 4–7–95; 8:45 am]

BILLING CODE 4910–13–M

Aviation Rulemaking Advisory Committee Meeting on Aircraft Certification Procedures Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meetings.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss aircraft certification procedures issues.

DATES: The meeting will be held on April 28, 1995, at 9:00 a.m. Arrange for oral presentations by April 20, 1995.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, Suite 801, 1400 K Street, NW, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Ms. Kathy Ball, Aircraft Certification Service (AIR–1), 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267–8235.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking advisory committee to be held on April 28, 1995, at the General Aviation Manufactures Association, Suite 801, 1400 K Street, NW, Washington, DC 20005. The agenda for the meeting will include:

- Opening Remarks
- Working Group Reports

Delegation System—A special presentation on Delegation Options
ELT
Parts
Production Certification
ICPTF

- Review of Action Items
- New Business

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by April 20, 1995, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Aircraft Certification Procedures or by bringing the copies to him at the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT.**

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Washington, DC, on April 3, 1995.

Daniel P. Salvano,

Assistant Executive Director for ARAC Aircraft Certification Procedures.

[FR Doc. 95–8769 Filed 4–7–95; 8:45 am]

BILLING CODE 4910–13–M

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Protection Standard; Volkswagen of America, Inc.

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of Volkswagen of America, Inc. (VW) for an exemption from the parts-marking requirements of the vehicle theft protection standard for a high-theft car line whose nameplate and effective model year is confidential. This petition is granted because the agency has determined that the antitheft device to be placed on the car line as standard

equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

DATES: The exemption granted by this notice is effective beginning with (confidential) model year.

FOR FURTHER INFORMATION CONTACT: Ms. Barbara A. Gray, Office of Market Incentives, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Ms. Gray's telephone number is (202) 366–1740.

SUPPLEMENTARY INFORMATION: On December 13, 1994, the National Highway Traffic Safety Administration (NHTSA) received a petition dated December 7, 1994, from Volkswagen of America, Inc. (VW) requesting an exemption from the theft protection standard for a car line for the (confidential) model year. The nameplate of the car line is confidential. The petition was submitted pursuant to 49 CFR part 543, *Exemption From Vehicle Theft Protection Standard,* and requested an exemption from parts marking based on the installation of a theft deterrent device as standard equipment for the car line. The petition filed by VW is complete, as required by 49 CFR 543.7, in that it met the general requirements contained in § 543.5 and the specific content requirements of § 543.6. In a letter dated January 12, 1995, NHTSA granted the petitioner's request for confidential treatment of certain information, including the identity of the nameplate of the car line.

In its petition, VW provided a detailed description of the identity, design and location of the components of the antitheft device for the car line, including diagrams of the components and their location in the vehicle. VW stated that the system incorporates an alarm system that is comparable to other alarm systems for which NHTSA has granted exemptions. The system protects the hood, the trunk lid and all doors of the vehicle, and the radio. In addition, it includes an engine starter interrupt feature. VW stated that its antitheft system is similar to the one used as standard equipment on Toyota, Lexus, Nissan and Mazda car lines.

The device is designed to facilitate or encourage its activation by motorists. The antitheft device control unit is activated by turning the key in either of the front door locks to the lock position and holding the key in the lock position for at least one-half second.

The activated condition is indicated by a short ''beep'' signal from the alarm system horn. The device will be armed 0.2 seconds after activation if the hood, the vehicle doors and the trunk are properly closed. If a door, hood, or the trunk is left open when the door key is turned to the lock position, the starter interrupt feature is activated, but the alarm system will only be armed, and the short ''beep'' on the alarm horn will only sound, when the door, hood or trunk that had been left open is closed. If an opened door, hood or trunk is not closed within one minute after the key is turned in either of the front door locks, the system will arm to protect all of the closed areas; and if the open area is subsequently closed, it will be protected as well.

This line is equipped with a power door locking system. All the doors and the trunk lock will be locked automatically when the key is turned to the lock position in either front door. Once the vehicle antitheft system has been activated, entry into the vehicle is accomplished by turning the key in either front door lock to the spring-loaded open position once and releasing it. This will deactivate the alarm system and will unlock only the door being operated. Turning the key in either front door lock to the open position a second time within four seconds of the first turn will deactivate the alarm system and will unlock all the doors and the trunk. When the trunk ''unlocks'' the lid does not open until the lock cylinder is pressed.

If any violation of protected areas occurs once the system has been activated, the alarm horn (mounted in the front hood area) will sound and the hazard warning flashers will actuate. Also, the starter interrupt feature will prevent the vehicle from starting.

The sounding of the horn and the actuation of the hazard warning flashers continues for a duration of 165 seconds. A subsequent attempt will reactivate the system for another 165 seconds. The antitheft device sensors are located in the trunk key cylinder. Once the key has been inserted the antitheft device is deactivated. However, closing the trunk lid reactivates the system.

The control module for the antitheft system is located in the instrument panel assembly and is accessible only from inside the vehicle after removal of the instrument panel components. The alarm system horn is located in the plenum area under the hood and is difficult to reach unless the plenum cover is removed. The vehicle hood latch may be released only from inside the vehicle. The door, trunk and engine hood contact switches are all inaccessible unless the door panels are removed or the hood or the trunk are opened.

The power circuit to the starter motor is interrupted when the alarm system is armed. If the antitheft device is activated from any of the protected areas or if the ignition switch is turned on in an unauthorized effort to start the vehicle, the system will prevent the engine from being started.

The doors are protected through the interior light door contact switch. Should an attempt be made to enter the vehicle through one of the doors, the antitheft device is activated. The engine hood and trunk lid are protected through sensors located in the contact switch. Should these components be violated, the alarm will be activated. For VW-installed radios, the alarm is activated if an attempt is made to separate the radio from the instrument panel while the alarm is activated.

The starter interrupt is also activated when one of the protected areas is breached. Should a thief attempt to start the vehicle by any means other than a key, the engine will be immobilized.

VW addressed the reliability and durability of the antitheft system by providing information on the tests that were conducted on the device. The system has been tested prior to production release for specifications which require compliance with VW standards for electrical and electronic assembly operating requirements, for durability, thermal and mechanical shock resistance and electromagnetic capability. The applicable test procedures are: VW 801 01—Electrical and Electronic Assemblies in Motor Vehicles, Standardized General Test Conditions; VW 820 66—Electromagnetic Compatibility of Electronic Components; and VW 821 66—Electromagnetic Compatibility of Electronic Components in Vehicles, Externally Radiated Interferences.

In discussing why it believes that the antitheft device will be effective in reducing and deterring motor vehicle theft, VW noted that its antitheft device is comparable to that used on the Mazda RX–7, Mitsubishi Galant, Nissan 300ZX, and Toyota Cressida and Supra. It stated that all of these lines have experienced reduced theft rates since installing the system, and provided an analysis of the theft rates for these vehicles based on theft data published by NHTSA. That analysis showed that the Mazda RX–7 experienced a 74 per cent decrease in its theft rate from 1984 to 1989 and the Mitsubishi Galant experienced a 50 per cent decrease for the same period. It also showed a 53 per cent decrease for the Nissan 300ZX from 1983 to 1989, and a 10 per cent decrease for the Toyota Cressida and a 74 per cent decrease for the Toyota Supra for that time period.

The agency's review of the theft data for these vehicle lines shows results consistent with VW's analysis. The car

lines listed above have experienced an overall 63 per cent decline in theft rate from MY 1987 to MY 1992.

NHTSA believes that there is substantial evidence that the antitheft device that will be installed on the car line that is the subject of this notice will likely be as effective in reducing motor vehicle theft as compliance with the theft prevention standard (49 CFR part 541). The VW system will provide all of the five types of performance listed in Section 543.6(a)(3): promoting activation; attracting attention to the efforts of an unauthorized person to enter or move a vehicle by means other than a key; preventing defeat or circumventing of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

As required by 49 U.S.C. section 33106(c)(2) and 49 CFR 543.6(a)(4), the agency also finds that Volkswagen has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information VW provided about its device. This information included a description of reliability and functional tests conducted by VW for the antitheft device and its components.

For the foregoing reasons, the agency hereby exempts the car line that is the subject of this notice in whole from the requirements of 49 CFR part 541.

If VW decides not to use the exemption for this car line, it should formally notify the agency. If such a decision is made, the car line must be fully marked according to the requirements of 49 CFR 541.5 and 541.6 (marking of major components and replacement parts).

The agency notes that the limited and apparently conflicting data on the effectiveness of the pre-standard parts marking programs continue to make it difficult to compare the effectiveness of an antitheft device with the effectiveness of the theft prevention standard. The statute clearly invites such a comparison, which the agency has made on the basis of the limited data available. With implementation of the requirements of the ''Anti Car Theft Act of 1992,'' NHTSA anticipates more probative data upon which comparisons may be made.

NHTSA notes that if VW wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Section 543.7(d) states that a part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device upon which that lines exemption is based. Further, § 543.9(c)(2) provides for the submission of petitions ''[t]o modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption.''

The agency wishes to minimize the administrative burden which § 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting part 543 to require the submission of a petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes the effects of which might be characterized as de minimis, it should consult the agency before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Dated: April 4, 1995.

Howard M. Smolkin,

Executive Director.

[FR Doc. 95–8763 Filed 4–7–95; 8:45 am]

BILLING CODE 4910–59–P

Petition for Exemption From the Vehicle Theft Protection Standard; Mercedes-Benz of North America, Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of Mercedes-Benz of North America, Inc. (''Mercedes'') for exemption of its MY 1996 202 (''C-Class'') car line from the parts marking requirements of the vehicle theft protection standard. This petition is granted because the agency has determined that the antitheft device to be placed on the car line as standard equipment, is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts marking requirement.

DATES: The exemption granted by this notice is effective beginning with the 1996 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Barbara A. Gray, Office of Market Incentives, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Ms. Gray's telephone number is (202) 366–1740.

SUPPLEMENTARY INFORMATION: On November 29, 1994, Mercedes-Benz of North America, Inc. (Mercedes) submitted a petition for exemption from the theft prevention standard for its model year (MY) 1996 202 car line (C-Class) pursuant to 49 CFR Part 543, *Exemption From Vehicle Theft Prevention Standard,* (59 FR 10756). The petition submitted by Mercedes meets the general requirements for a petition contained in 49 CFR 543.5, and the specific content requirements of§ 543.6. Therefore, the petition is complete as required by § 543.7.

In its petition, Mercedes provided a detailed description of the identity, design and location of the components of the antitheft device for the car line, including diagrams of the components and their location in each vehicle. The system consists of a central locking system and an engine starter-interrupt function.

Mercedes states that a microprocessor antitheft system featuring an electronic engine immobilizer will be installed as standard equipment on all cars in the C-Class car line beginning in December 1994. The antitheft system will be phased in during MY 1995. The exemption is requested to begin with MY 1996 since the C-Class line will then have this antitheft system as standard equipment. The planned beginning of production for the MY 1996 C-Class line is mid-September 1995.

Mercedes states that the system is automatically activated either by using the infrared remote control unit or by locking the vehicle with the standard door/ignition key at either of the front door locks or at the trunk lock. The system is deactivated by the remote control or through the normal vehicle unlocking procedure, when the standard door/ignition key is turned in either of the front door locks or the trunk lock. An LED lamp on the radio flashes to call attention to the antitheft system and radio code functions.

The antitheft system of the C-Class line for which Mercedes seeks this exemption does not include a visual or an audible alarm feature as standard equipment. An enhanced antitheft system with an additional audible/visual alarm is available as an option. Mercedes stated that approximately 51 percent of MY 1994 C-Class car line customers ordered the enhanced version of the antitheft system. Mercedes also pointed out that NHTSA recently granted full exemptions to two General Motors car lines (based on theft rates) which had installed as standard equipment the ''PASS-KEY'' system which also does not have a visual or audible alarm function.

All the components of the new system (immobilizer, battery, wiring, wiring connections and switches) are located in areas inaccessible from underneath the