**ADDRESSES:** The meeting will be held in the MacCracken Room, tenth floor, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, telephone 202–267–7451.

**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 Security Advisory Committee to be held June 6, 1995, in the MacCracken Room, tenth floor, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC. The agenda for the meeting will include reports on the Universal Access prototype test, Implementation Plan for Explosive Detection Systems, ACS Plan for implementation of Internet with industry and our counterparts in government, Review of cargo measures, and the revision of FAR Parts 107/108.

Attendance at the June 6, 1995, meeting is open to the public but is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence Avenue, SW., Washington, DC 20591, telephone 202–267–7451.

Issued in Washington, DC on May 9, 1995.

**Bruce Butterworth,**

*Director of Civil Aviation Security Policy and Planning.*

[FR Doc. 95–11894 Filed 5–12–95; 8:45 am]

**BILLING CODE 4910–13–M**

## Research, Engineering and Development Advisory Committee; Joint Meeting With National Aeronautics and Space Administration NASA Advisory Council, Aeronautics Advisory Committee

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92–463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held in conjunction with the NASA Advisory Council, Aeronautics Advisory Committee. The joint meeting will take place on June 5 and 6, 1995, at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston, Virginia 22091.

On both Monday, June 5, and Tuesday, June 6, the meeting will begin at 8 a.m. and end at 5 p.m. The agenda will include review and discussion of the draft report of the Aeronautics and Aviation Subcommittee of the National Science and Technology Council of the White House Office of Science and Technology Policy. The draft report is an integrated, 10-year Federal strategic plan for investments in aeronautics and aviation.

Attendance is open to the interested public but limited to space available. With the approval of the two committee chairmen, members of the public may present oral statements at the meeting. persons wishing to present oral statements, or obtain information, should contact Lee Olson at the Federal Aviation Administration, AAR–200, 800 Independence Avenue, SW., Washington, DC 20591 (202) 267–7358.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on May 8, 1995.

**Andres G. Zellweger,**

*Executive Director, Research, Engineering and Development Advisory Committee.*

[FR Doc. 95–11893 Filed 5–12–95; 8:45 am]

**BILLING CODE 4910–13–M**

## National Highway Traffic Safety Administration

## Petition for Exemption From the Vehicle Theft Protection Standard; General Motors Corporation

**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 General Motors Corporation (GM) for an exemption from the parts-marking requirements of the vehicle theft prevention standard for the Chevrolet Lumina and Buick Regal car lines for model year (confidential). This petition is granted because the agency has determined that the antitheft devices to be placed on these car lines as standard equipment are 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 the (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 January 5, 1995, General Motors Corporation (''GM'') filed with NHTSA a petition for exemption from the parts-marking requirements of the Federal motor vehicle theft prevention standard (49 CFR Part 541) for the Chevrolet Lumina and Buick Regal car lines. Both car lines are currently designated as high-theft car lines subject to the parts-marking requirements of the theft prevention standard, 49 CFR Part 541, Appendix A. GM submitted its petition pursuant to 49 CFR Part 543, *Exemption From Vehicle Theft Prevention Standard*, and requested an exemption based on the installation of a theft deterrent device as standard equipment for the Chevrolet Lumina and Buick Regal car lines. At the same time, GM requested confidential treatment for much of the information submitted in support of its petition, including the model year and date of introduction of the car lines. In a letter dated February 13, 1995, NHTSA granted the petitioner's request for confidential treatment.

In its petition, GM provided a detailed description of the identity, design and location of the components of the antitheft device for the Chevrolet Lumina and Buick Regal car lines, including diagrams of the components and their location in the vehicle. GM stated that the system, known as ''PASS-Key II,'' is a second-generation version of the ''PASS-Key'' system introduced by GM in 1988. According to GM, the ''PASS-Key II'' system continues to provide the same kind of functions and protection as its predecessor. On February 7, 1992, NHTSA notified GM that the differences between the first and second generation systems were *de minimis*.

GM stated that in the ''PASS-Key II'' system, the resistance value measured in the key pellet is compared to a fixed resistance in the vehicle's decoder module. If the key pellet's resistance matches that in the decoder module, the starter enable relay is energized and a signal is transmitted to the engine control module (''ECM''). Recognition of that signal by the ECM permits fuel to flow. Should the resistance in the key pellet not match that in the decoder module, the system will shut down for a period of three minutes (plus or minus 18 seconds), preventing any further attempt to make resistance comparisons during that time. The length of shutdown time is controlled by a timer within the decoder module and is not a programmable feature. After the module