

Reserved for Public Testimony  
3:30 PM  
Panel Discussion  
5:00 PM  
Adjournment

Wednesday, September 27, 2000

9:00 AM  
Meeting Reconvenes—Sarah Mitchell,  
Presiding  
Panel Discussion Continues  
11:45–1:00 PM  
Lunch (On Your Own)  
1:00 PM  
Meeting Reconvenes—Sarah Mitchell,  
Presiding  
Follow Up Actions and Assignments  
Proposed Time and Place for Fiscal  
Year 2001 Meetings  
Agenda Items for Next Meeting  
5:00 PM  
Adjournment

[FR Doc. 00–23280 Filed 9–11–00; 8:45 am]

BILLING CODE 4190–29–P

## TENNESSEE VALLEY AUTHORITY

### Meeting of the Regional Resource Stewardship Council

**AGENCY:** Tennessee Valley Authority (TVA).

**ACTION:** Notice of meeting.

**SUMMARY:** The Regional Resource Stewardship Council (Regional Council) will hold a meeting to consider various matters. Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2, (FACA).

The meeting agenda includes the following/briefings:

1. Briefings of published economic analyses on water allocation alternatives
2. National Environmental Policy Act
3. Public comments
4. Subcommittee reports

It is the Regional Council's practice to provide an opportunity for members of the public to make oral public comments at its meetings. Public comment session is scheduled from 11:00 a.m.–noon EDT. Members of the public who wish to make oral public comments may do so during the Public comments portion of the agenda. Up to one hour will be allotted for the Public comments with participation available on a first-come, first-served basis. Speakers addressing the Council are requested to limit their remarks to no more than 5 minutes. Persons wishing to speak register at the door and are then called on by the Council Chair during the public comment period. Hand-out materials should be limited to one printed page. Written comments are also invited and may be mailed to the

Regional Resource Stewardship Council, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 11A, Knoxville, Tennessee 37902.

**DATES:** The meeting will be held in two sessions on Thursday, September 21, 2000, from 8:30 a.m. to 1:30 p.m. and from 3:30 p.m.–5 p.m. EDT.

**ADDRESSES:** The meeting will be held in Chattanooga, Tennessee, at the Tennessee Valley Authority Chattanooga Office Complex, Missionary Ridge Building, First Floor, Ross Landing Room, 2201 Market Street, Chattanooga, Tennessee 37402, and will be open to the public. Anyone needing special access or accommodations should let the contact below know at least a week in advance.

**FOR FURTHER INFORMATION CONTACT:** Sandra L. Hill, 400 West summit Hill Drive, WT 11A, Knoxville, Tennessee 37902, (865) 632–2333.

Dated: August 31, 2000.

**Kathryn J. Jackson,**

*Executive Vice President, River System Operations & Environment, Tennessee Valley Authority.*

[FR Doc. 00–23321 Filed 9–11–00; 8:45 am]

BILLING CODE 8120–08–M

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aircraft Accident Liability Insurance; Notice of Request for Extension of a Previously Approved Collection

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended), this notice announces the Department of Transportation's (DOT) intention to request the extension of a previously approved collection.

**DATES:** Comments on this notice must be received by November 13, 2000.

**ADDRESSES:** Comments should be directed to the Air Carrier Fitness Division (X–56), Office of Aviation Analysis, Office of the Secretary, US Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Delores King, Air Carrier Fitness Division (X–56), Office of Aviation Analysis, Office of the Secretary, US Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366–2343.

#### SUPPLEMENTARY INFORMATION:

*Title:* Aircraft Accident Liability Insurance.

*OMB Control Number:* 2106–0030.

*Expiration Date:* February 28, 2001.

*Type of Request:* Extension of a previously approved collection.

*Abstract:* 14 CFR part 205 contains the minimum requirements for air carrier accident liability insurance to protect the public from losses, and directs that certificates evidencing appropriate coverage must be filed with the Department.

*Respondents:* U.S. and foreign air carriers.

*Estimated Number of Respondents:* 4,270 (avg. 1.3 responses per respondent per year).

*Average Annual Burden Per Respondent:* .67 hour (.5 hour per response).

*Estimated Total Burden on Respondents:* 2,762.5 hours.

This information collection is available for inspection at the Air Carrier Fitness Division (X–56), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR part 205 can be obtained from Ms. Delores King at the address and telephone number shown above.

Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

All responses to this notice, will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on September 7, 2000.

**Randall D. Bennett,**

*Acting Director, Office of Aviation Analysis.*

[FR Doc. 00–23403 Filed 9–11–00; 8:45 am]

BILLING CODE 4910–62–P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed During the Week Ending September 1, 2000

The following Agreements were filed with the Department of Transportation

under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* OST-2000-7893.

*Date Filed:* September 1, 2000.

*Parties:* Members of the International Air Transport Association.

*Subject:* MV/PSC/111 dated July 28, 2000, Recommended Practice 1724 (Mail Vote S074), Intended effective date: October 1, 2000.

**Dorothy Y. Beard,**

*Federal Register Liaison*

[FR Doc. 00-23332 Filed 9-11-00; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-7854 Notice 1]

#### Mercedes-Benz USA, LLC; Receipt of Application for Determination of Inconsequential Non-Compliance

Mercedes-Benz USA, (MBUSA) of Montvale, New Jersey has applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 "Motor Vehicle Safety" for a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection," on the basis that the noncompliance is inconsequential to motor vehicle safety. MBUSA has filed a report of noncompliance pursuant to 49 CFR Part 573 "Defects and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

#### Description of Noncompliance

MBUSA is a wholly owned subsidiary of DaimlerChrysler, AG (DCAG). MBUSA is incorporated in the state of Delaware and conducts business throughout the United States from the Company's headquarters at One Mercedes Drive, Montvale, New Jersey, 07645.

A limited number of model year 2000 Mercedes-Benz M-Class vehicles, manufactured by Mercedes-Benz, U.S. International, Inc. (MBUSI), the domestic manufacturing subsidiary of DCAG, are equipped with audible seat belt warning devices that do not meet certain requirements mandated by FMVSS No. 208. Specifically, FMVSS No. 208 requires that all passenger

vehicles of less than 10,000 pounds gross vehicle weight rating (GVWR) incorporate a visual and audible seat belt warning system that alerts the driver when the seat belt is unbuckled and the vehicle's ignition switch is moved to either the "on" or "start" position. Manufacturers are afforded two options regarding the visual and audible warning requirements. Specifically, FMVSS No. 208, Paragraph S7.3 states:

"(a) A seat belt assembly provided at the driver's seating position shall be equipped with a warning system that, at the option of the manufacturer, either—

(1) Activates a continuous or intermittent audible signal for a period of not less than 4 seconds and not more than 8 seconds

(2) and that activates a continuous or flashing warning light visible to the driver displaying the identifying symbol for the seat belt telltale shown in Table 2 of FMVSS 101 or, at the option of the manufacturer if permitted by FMVSS 101, displaying the words "Fasten Seat Belts" or "Fasten Belts", for not less than 60 seconds (beginning when the vehicle ignition switch is moved to the "on" or "start" position) when condition (b) exists simultaneously with condition (c), or that

(3) Activates for a period of not less than 4 seconds and not more than 8 seconds (beginning when the vehicle ignition switch is moved to the "on" or the "start" position), a continuous or flashing warning light visible to the driver, displaying the identifying symbol of the seat belt telltale shown in Table 2 of FMVSS 101 or, at the option of the manufacturer, if permitted by FMVSS 101, displaying the words "Fasten Seat Belts" or "Fasten Belts," when condition (b) exists, and a continuous or intermittent audible signal when condition (b) exists simultaneously with condition (c).

(b) The vehicle's ignition switch is moved to the "on" position or to the "start" position.

(c) The driver's lap belt is not in use, as determined, at the option of the manufacturer, either by the belt latch mechanism not being fastened, or by the belt not being extended by at least 4 inches from its stowed position." (emphasis added)

In the M-Class vehicles identified above, the seat belt warning system operates as follows. If a driver enters the vehicle, but neglects to fasten his/her seat belt, when the driver turns the ignition to the "on" or "start" position, a visual warning will flash and an audible warning will sound for eight seconds or until the driver buckles his/her seat belt. If a driver enters the

vehicle and promptly fastens his/her seat belt and then turns the ignition to the "on" or "start" position, the visual warning will flash for four to eight seconds. In addition, the audible warning will sound for a brief period of time less than four seconds (approximately two seconds). This additional audible warning was intended to act as part of the vehicle start-up systems check to alert the driver that all warning systems are fully operational. Based on a July 12, 2000 letter of interpretation from NHTSA, however, MBUSA has learned that the additional two-second audible warning that occurs after the seat belt is fastened is not in compliance with the requirements of FMVSS No. 208 S7.3. Accordingly, MBUSA submitted this petition for determination of inconsequential noncompliance with regards to the extra seat belt buzzers.

#### Supporting Information Submitted by MBUSA

MBUSA does not believe that the foregoing noncompliance will impact motor vehicle safety for a number of reasons. Specifically, a very limited number of these vehicles were produced with the extra buzzer in model year 2000. No other model year vehicles have this feature. In addition, because the audible and visual seat belt warning work as otherwise required by FMVSS No. 208, MBUSA believes that the extra buzzer is, at worst, an annoyance to the driver and does not detract from the safety intent served by the audible signal. Moreover, since the vast majority of vehicle owners do not even buckle their seat belts until after starting their vehicle, MBUSA does not believe that drivers will even notice this extra feature. Those that do notice this feature will only encounter it during vehicle start up and at no other time (i.e., while the vehicle is in operation). Consequently, MBUSA believes this noncompliance is inconsequential to motor vehicle safety.

MBUSA introduced the additional two-second buzzer as a new feature into its model year 2000 M-Class vehicles at the beginning of production. Because a question had arisen regarding the compliance status of this feature with the requirements of FMVSS 208, this feature was removed while model year 2000 M-Class vehicles were in production in order to allow MBUSA time to obtain a definitive response from NHTSA. As a result, only a very limited number of these vehicles were produced with the additional buzzer feature. MBUSA estimates that only 4,354 out of 56,264 vehicles produced as of August 17, 2000 has this feature. This figure