uncertainty in the output used for evaluation. The analyses should address the following:

i. Analysis of spatial output. Certain models may be limited in the output of the cross wind concentration profile (*e.g.,* Gaussian concentration profiles in the cross-wind direction). The maximum arc wise concentration should be based on the location of the experimental sensor data that produced the maximum arc wise concentration relative to the cloud centerline. The centerline concentration of the model may not necessarily be representative of the maximum concentration measurement location. Any interpolations and extrapolations used to determine concentrations should be documented, evaluated and discussed. If a model cannot represent the actual location of the sensor relative to the centerline, the effect of these simplifications should be discussed or evaluated.

ii. Analysis of temporal output. Certain models may be limited in the temporal resolution that can be outputted. Any interpolations and extrapolations used to determine concentrations should be documented, evaluated and discussed. If desired, transient data of the model and experimental data may be provided to supplement the maximum arc wise values to allow for more detailed comparisons with the experimental data, including the evaluation of discrepancies due to spurious experimental or model results.

c. An uncertainty analysis that accounts for experimental uncertainty due to uncertainty in the sensor measurement of gas concentration,[3] where known. Other sources of uncertainty may also be included.

d. Graphical depictions of the predicted and measured gas concentration values for each experiment with indication of the experimental and model uncertainty determined from the analyses described above. Vertical error bars should be used to represent the uncertainty.

e. Calculation of the specific performance measures (SPMs) below in addition to those specified in the MEP:

Name	Specific Performance Measure	Advantage
Concentration Safety Factor	$CSF = \left\langle \frac{C_p}{C_m} \right\rangle$	Straightforward, easy to understand metric that compares the predicted concentration to the measured concentration.
Concentration Safety Factor to Lower Flammability Limit (LFL	$CSF_{LFL} = \left\langle \frac{C_p}{LFL} \right\rangle$	Straightforward, easy to understand metric that compares the predicted concentration to the measured LFL at the measured/interpolated distance to the LFL.
Distance Safety Factor to LFL	$DSF_{LFL} = \left\langle \frac{X_{p,LFL}}{X_{m,LFL}} \right\rangle$	Straightforward, easy to understand metric that compares predicted distance to the LFL to the measured/interpolated distance to the LFL.

f. Calculation of SPMs specified in the MEP for each experiment and data point in addition to the average of all experiments.

g. A tabulation of all simulations, including all specified input parameters, calculated outputs.

h. A tabulation of all calculated SPMs.[4]

i. All relevant input and output files used.

Issued in Washington, DC, on August 24, 2010.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

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BILLING CODE 4910–60–P

[3] Experimental uncertainty due to the sampling time, time averaging, spatial/volumetric averaging, cloud meander, and other errors associated with the experiment are not required to be quantified, but the analysis may benefit from them being evaluated or discussed.

[4] If the model predictions are outside the experimental uncertainty interval or MEP SPMs, this does not necessarily mean that the model is unacceptable, but may alternatively impact the safety factor associated with the model usage.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. EP 670 (Sub-No. 1)]

Notice of Rail Energy Transportation Advisory Committee Meeting

AGENCY: Surface Transportation Board.

ACTION: Notice of Rail Energy Transportation Advisory Committee meeting.

SUMMARY: Notice is hereby given of a meeting of the Rail Energy Transportation Advisory Committee (RETAC), pursuant to section 10(a)(2) of the Federal Advisory Committee Act, Public Law 92–463, as amended (5 U.S.C., App. 2).

DATES: The meeting will be held on Wednesday, September 15, 2010 at 1:30 p.m. M.D.T.

ADDRESSES: The meeting will be held at the offices of Xcel Energy, 1800 Larimer Street, 2nd Floor, Conference Center, Denver, Colorado 80202.

FOR FURTHER INFORMATION CONTACT: Scott M. Zimmerman (202) 245–0202. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877–8339.

SUPPLEMENTARY INFORMATION: RETAC arose from a proceeding instituted by the Board, in *Establishment of a Rail Energy Transportation Advisory Committee,* EP 670. RETAC was formed to provide advice and guidance to the Board, and to serve as a forum for discussion of emerging issues regarding the transportation by rail of energy

resources, particularly, but not necessarily limited to, coal, ethanol, and other biofuels. The purpose of this meeting is to continue discussions regarding issues such as rail performance, capacity constraints, infrastructure planning and development, and effective coordination among suppliers, carriers, and users of energy resources. Potential agenda items include further consideration of a white paper on industry Best Practices; a Performance Measures subcommittee update on the trends shown in the most recent industry data; discussion of how potential regulation of coal plant emissions may impact coal/rail demand in the future; discussion of railroads' preparations for the fall and winter seasons; and roundtable discussions on shipment ratability, utility inventory levels, current rail operations, and rail service metrics.

The meeting, which is open to the public, will be conducted pursuant to RETAC's charter and Board procedures. All guests will need to check in at the front desk, show a picture I.D., receive a visitor's badge, and will be escorted to the 2nd floor.

Further communications about this meeting may be announced through the Board's Web site at *www.stb.dot.gov.*

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Authority: 49 U.S.C. 721, 49 U.S.C. 11101; 49 U.S.C. 11121.

Decided: August 26, 2010.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2010–21796 Filed 8–30–10; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Chrysler

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Chrysler Group LLC (Chrysler) petition for exemption of the Fiat 500 vehicle line in accordance with 49 CFR Part 543, *Exemption From Vehicle Theft Prevention Standard.* This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of 49 CFR Part 541, *Federal Motor Vehicle Theft Prevention Standard.*

DATES: The exemption granted by this notice is effective beginning with the 2012 Model Year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, International Policy, Fuel Economy and Consumer Programs, NHTSA, W43–443, 1200 New Jersey Avenue, SE., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366–0846. Her fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated June 16, 2010, Chrysler requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the Fiat 500 vehicle line, beginning with MY 2012. The petition requested an exemption from parts-marking requirements pursuant to 49 CFR 543, *Exemption From Vehicle Theft Prevention Standard,* based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under Section § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one of its vehicle lines per year. Chrysler petitioned the agency to grant an exemption for its Fiat 500 vehicle line beginning with MY 2012. In its petition, Chrysler provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new vehicle line. Chrysler will install the Sentry Key Immobilizer System (SKIS) antitheft device as standard equipment on the vehicle line. The major components of the SKIS device consist of: A Powertrain Control Module (PCM), a Totally Integrated Power Module (TIPM), a Sentry Key Remote Entry Module (SKREEM), a transponder key fob and an ElectroMechanical Instrument Cluster (EMIC) which controls the telltale function only. According to Chrysler, all of these components work collectively to perform the immobilizer function. Chrysler also stated that its SKIS device does not provide a visible or audible indication of unauthorized vehicle entry (*i.e.,* flashing lights or horn alarm).

Chrysler stated that the SKIS device provides passive vehicle protection by preventing the engine from operating unless a valid electronically encoded key is detected in the ignition lock cylinder. According to Chrysler, the immobilizer feature is activated when the key is removed from the ignition lock cylinder. Only a valid key inserted into the ignition lock cylinder will allow the vehicle to start and continue to run.

Chrysler stated that the Sentry Key Immobilizer Module (SKIM), also known as the Sentry Key Remote Entry Module/SKREEM, or the Body Control Module/BCM are integral to the Body Computer Module (BCM) on the Fiat 500 vehicle line. Chrysler also stated that the BCM contains a radio frequency (RF) transceiver and microprocessor that receives RF signals from the Sentry Key transponder to the keyfob through a tuned antenna. According to Chrysler, the BCM also serves as the Remote Keyless Entry (RKE) RF receiver. Specifically, Chrysler stated that the SKIS device uses radio frequency communication to obtain confirmation that the key in the ignition switch is a valid transponder key for operating the vehicle. To avoid any perceived delay when starting the vehicle with a valid key and to prevent unburned fuel from entering the exhaust, the engine is permitted to run for no more than 2 seconds if an invalid key is used. Chrysler stated that when the ignition switch is turned on, the BCM transmits a signal to the transponder in the key and waits for a response from the transponder. If the response identifies the key as invalid, or if no response is received from the transponder key, Chrysler stated that the BCM sends an invalid key message to the Powertrain Control Module (PCM), and the PCM will disable engine operation (after the initial 2-second run) based upon the status of the BCM messages. Chrysler further stated that only six consecutive invalid vehicle start attempts would be permitted and all other attempts would be locked out.

Chrysler stated that it will also incorporate an unauthorized vehicle start telltale light into the device that will operate as a security indicator in the ElectroMechanical Instrument Cluster (EMIC). According to Chrysler, the telltale will alert the owner that an unauthorized vehicle start attempt has been made. Chrysler stated that upon an unauthorized start attempt, the telltale will flash on and off when the ignition switch is turned to the "ON" position. Chrysler stated that while the telltale acts as a security indicator, it also acts as a diagnostic indicator. Chrysler stated that if the SKREEM detects a system malfunction and/or the SKIS device becomes inoperative, the security indicator will stay on. However, if the SKREEM detects an invalid key or if a key transponder-related fault exists, the security indicator will flash.