

more limited operating conditions than mirrors, environmental debris on camera lens degrades image quality, higher cost, a higher likelihood of a need for regular maintenance, and more difficult maintenance. Additional concerns noted by commenters about replacing traditional mirrors with camera-based rear visibility systems include:

1. Camera-based rear visibility systems' displays will make driving unsafe, as compared to traditional mirrors.
2. Drivers will not be able to easily acclimate to using the visual displays of camera-based rear visibility systems and different display locations (if applicable).

3. Camera-based rear visibility systems and new technology will further remove the human from the driving task.

4. Concerns about camera-based rear visibility systems' ability to function reliably and that cameras requiring power can fail unexpectedly and cause a lack of awareness of the drivers' surroundings, while traditional mirrors cannot.

5. Concerns camera-based rear visibility systems would be more difficult for law enforcement to determine if they are working correctly, as compared to traditional mirrors for which damage can be easily determined.

In summary, the proposed research is intended to gather information to address the question of whether camera-based rear visibility system use is as safe as that of traditional mirrors through examination of drivers' eye glance behavior and driving performance. However, issues such as reliability and law enforcement impacts are outside of the scope of this initial work. NHTSA appreciates the feedback and many relevant suggestions offered regarding additional experimental conditions to consider. NHTSA will consider the provided suggestions as input for follow-on research programs.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (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.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.95.

Issued in Washington, DC.

Cem Hatipoglu,

Associate Administrator for Vehicle Safety Research.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[DOT-NHTSA-2020-0105]

National Emergency Medical Services Advisory Council Notice of Public Meeting

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

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the National Emergency Medical Services Advisory Council (NEMSAC).

DATES: The meeting will be held November 3-4, 2021, from 9:00 a.m. to 5:00 p.m. EST.

Requests to attend the meeting must be received by October 29, 2021.

Requests for accommodations to a disability must be received by October 29, 2021.

If you wish to speak during the meeting, you must submit a written copy of your remarks to DOT by October 29, 2021.

Requests to submit written materials to be reviewed during the meeting must be received no later than October 29, 2021.

ADDRESSES: The meeting will be held virtually (depending on the status of the Coronavirus Disease 2019 (COVID-19) pandemic) or at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Copies of the meeting minutes will be available on the NEMSAC internet website at *EMS.gov*. The detailed agenda will be posted on the NEMSAC internet website at *EMS.gov* at least one week in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Clary Mole, EMS Specialist, DOT, at *Clary.Mole@DOT.gov* or 202-366-2795. Any committee related requests should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The NEMSAC was established pursuant to Section 31108 of the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012, under the Federal Advisory Committee Act. The purpose of NEMSAC is to serve as a nationally recognized council of emergency medical services (EMS) representatives to provide advice and consult with:

- a. The Federal Interagency Committee on Emergency Medical Services (FICEMS) on matters relating to EMS issues; and

- b. The Secretary of Transportation on matters relating to EMS issues affecting DOT.

The NEMSAC provides an important national forum for the non-Federal deliberation of national EMS issues and serves as a platform for advice on DOT's national EMS activities. NEMSAC also provides advice and recommendations to the FICEMS. NEMSAC is authorized under Section 31108 of the MAP-21 Act of 2012, codified at 42 U.S.C. 300d-4.

II. Agenda

At the meeting, the agenda will cover the following topics:

- Updates from Federal Emergency Services Liaisons
- Emergency Services Personnel Safety and Wellness
- Information on FICEMS Initiatives
- Update on NHTSA Initiatives
- Committee Reports

III. Public Participation

The meeting will be open to the public on a first-come, first-served basis, as space is limited. Members of the public who wish to attend in person must RSVP to the person listed in the

FOR FURTHER INFORMATION CONTACT section with your name and affiliation.

DOT is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than the deadline listed in the **DATES** section.

There will be a thirty (30) minute period allotted for comments from members of the public joining the meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of

registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the NHTSA office of EMS may conduct a lottery to determine the speakers. Speakers are requested to submit a written copy of their prepared remarks for inclusion in the meeting records and for circulation to NEMSAC members. All prepared remarks submitted on time will be accepted and considered as part of the record. Any member of the public may present a written statement to the committee at any time.

Authority: 42 U.S.C. 300d–4(b); 49 CFR 1.95(i)(4).

Nanda Narayanan Srinivasan,
Associate Administrator, Research and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0068; Notice 1]

General Motors LLC, Receipt of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Receipt of petition.

SUMMARY: General Motors LLC, (GM) has determined that certain model year (MY) 2017–2020 Cadillac XT5, MY 2020 Cadillac XT6, and MY 2017–2019 GMC Acadia motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 302, *Flammability of Interior Materials*. GM filed a noncompliance report dated May 29, 2020. GM subsequently petitioned NHTSA on June 19, 2020, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces receipt of GM's petition.

DATES: Send comments on or before June 23, 2021.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room

W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493–2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov/>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

When the petition is granted or denied, notice of the decision will also be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov/> by following the online instructions for accessing the docket. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000 (65 FR 19477–78).

SUPPLEMENTARY INFORMATION:

I. Overview: GM has determined that certain MY 2017–2020 Cadillac XT5, MY 2020 Cadillac XT6, and MY 2017–

2019 GMC Acadia motor vehicles do not fully comply with the requirements of paragraphs S4.2 and S4.3(a) of FMVSS No. 302, *Flammability of Interior Materials* (49 CFR 571.302). GM filed a noncompliance report dated May 29, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. GM subsequently petitioned NHTSA on June 19, 2020, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

This notice of receipt of GM's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any Agency decision or other exercise of judgment concerning the merits of the petition.

II. Vehicles Involved: Approximately 166,938 MY 2017–2020 Cadillac XT5, MY 2020 Cadillac XT6, and MY 2017–2019 GMC Acadia motor vehicles manufactured between October 29, 2015, and March 20, 2020, are potentially involved.

III. Noncompliance: GM explains that the noncompliance is that subject vehicles are equipped with ventilated front seats that do not meet the flammability requirements set forth in paragraphs S4.2 and S4.3(a) of FMVSS No. 302. Specifically, when the four composite layers of the seat-vent mat assembly are tested separately, one composite layer did not meet the burn rate requirement because it had burn rates ranging between 186 mm/min to 189 mm/min, therefore, it exceeded the maximum burn rate of 102 mm/min.

IV. Rule Requirements: Paragraphs S4.2 and S4.3(a) of FMVSS No. 302 includes the requirements relevant to this petition. Any material that does not adhere to other materials at every point of contact must meet the 102 mm per minute burn rate requirement when tested separately. Any portion of a single or composite material which is within 13 mm of the occupant compartment air space shall meet the requirements.

V. Summary of GM's Petition: The following views and arguments presented in this section, "V. Summary of GM's Petition," are the views and arguments provided by GM. They have not been evaluated by the Agency and do not reflect the views of the Agency. GM described the subject noncompliance and contended that the noncompliance is inconsequential as it relates to motor vehicle safety.