

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Twelfth Meeting: Joint RTCA Special Committee 213: EUROCAE WG-79: Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS)**

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of Joint RTCA Special Committee 213: EUROCAE WG-79: Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS).

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of Joint RTCA Special Committee 213: EUROCAE WG-79: Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS).

DATES: The meeting will be held January 11-13, 2011 from 8:30 a.m.-5 p.m. (0830-1700).

ADDRESSES: The meeting will be held at the Honeywell Deer Valley Facility, 2111 N. 19th Ave., Phoenix, AZ 85027. Logistics: If attending, guests must provide name, company affiliation and citizenship to gail.dunda@honeywell.com and thea.feyereisen@honeywell.com prior to January 3, 2011. Please read the attached SC-213 Jan 2011 Phoenix Meeting attachment. Objectives are Plenary approval DO-315B (MASPS for SVS approach) and to continue discussions on DO-315C performance objectives.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Joint RTCA Special Committee 213: EUROCAE WG-79: Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS) meeting.

The agenda will include:

Tuesday, January 11

- Morning:
 - Plenary discussion (sign-in at 0830)
 - Introductions and administrative items
 - Review and approve minutes from last full plenary meeting
- Afternoon:
 - Work Group 1 (SVS) Discussion: Review DO-315 draft and comments list
 - Work Group 2 (EFVS) Discussion:

Begin discussion of DO-315C performance objectives for landing in reported visibilities < 1,000 ft RVR.

Wednesday, January 12

- Plenary Discussion of DO-315B draft and comments list (830-1700, including breaks and lunch).

Thursday, January 13

- Plenary discussion (0830-1500, including breaks and lunch)
 - Approve DO-315B draft.
 - Administrative items (meeting schedule)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on November 15, 2010.

Robert L. Bostiga,
RTCA Advisory Committee.

[FR Doc. 2010-29296 Filed 11-19-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****23rd Meeting: RTCA Special Committee 206: EUROCAE WG 76 Plenary: AIS and MET Data Link Services**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 206: EUROCAE WG 76 Plenary: AIS and MET Data Link Services meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 206: EUROCAE WG 76 Plenary: AIS and MET Data Link Services.

DATES: The meeting will be held December 14-16, 2010 from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a RTCA Special Committee 206: EUROCAE WG 76 Plenary: AIS and MET Data Link Services meeting. The agenda will include:

- Special Committee (SC) 206, Aeronautical Information and Meteorological Data Link Services, is finishing its work on the Safety and Performance Requirements for Aeronautical Information Services (AIS) and Meteorological (MET) Data Link Services and a revised Terms of Reference (TOR) for SC-206 has been approved by the RTCA Program Management Committee. A brief description of the document deliverables called out in the revised SC-206 TOR is provided below to inform industry decisions relating to SC-206 participation.

• These deliverables not only provide data link independent Aeronautical Information Services (AIS) and Meteorological (MET) data link standards and guidelines, but also guidance to RTCA Special Committees that may be developing data link specific standards for AIS and MET data link services. In addition to a Minimum Aviation System Performance Standards (MASPS) for Flight Information Services-Broadcast (FIS-B) Data Link, RTCA DO-267A, revision and an AIS and MET Data Link MASPS, that defines the system-level requirements to provide for data driven intended functional use of AIS/MET data link information as the normal (or primary) means for cockpit receipt, a Concept of Use for AIS and MET Data Link Services and an AIS and MET Services Delivery Architecture Recommendations are included in the TOR deliverables.

• The Concept of Use for AIS and MET Data Link Services document includes, in a data-link independent manner, AIS and MET services to the aircraft and MET data link services from the aircraft to ground, to provide a common operating picture for evolving global ATM concepts. The AIS and MET Services Delivery Architecture Recommendations deliverable is a holistic, data-link-agnostic technical analysis of delivery methods to and from the aircraft with respect to the operational and safety requirements for AIS and MET services and provides recommended alternatives for AIS and MET data delivery architectures. The Concept of Use and Delivery Architectures document will inform the AIS and MET Data Link MASPS on its scope and content and help determine whether a revision to the Minimum Interoperability Standards (MIS) for

Automated Meteorological Transmission (AUTOMET), RTCA DO-252, may be required. See attached Agenda for Meeting # 23 schedule.

14 December—Tuesday

- 9 a.m.—Opening Plenary
 - Chairmen's remarks and Host's comments
 - Introductions, approval of previous meeting minutes, review and approve meeting agenda
 - Schedule for this week
 - Action Item Review
 - SC Revised TOR Background and Plan—Chairmen
 - Working Group 1, Wake Vortex, Air Traffic Management, and Weather Applications, WG1 Chairmen
 - Working Group 2, AIS Uplink and MET Uplink, Downlink, and Crosslink, Concept of Use—WG2 Chairmen
 - Working Group 3, AIS and MET Services Delivery Architecture Recommendations—WG3 Chairmen
 - 1 p.m. WG1, WG2, and WG3 Meetings

15 December—Wednesday

- 9 a.m. WG1, WG2, and WG3 Meetings

16 December—Thursday

- 9 a.m. WG1, WG2, and WG3 Meetings
- 2 p.m. Plenary Session
 - SAE G-10—Gary Livack
 - Working Group Reports
 - Action Item Review
- Other Business
- Meeting Plans and Dates

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on November 15, 2010.

Robert L. Bostiga,

RTCA Advisory Committee.

[FR Doc. 2010-29297 Filed 11-19-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; BMW

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the BMW of North America, LLC (BMW) petition for exemption of the Carline X1 vehicle line in accordance with 49 CFR part 543, *Exemption from the 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 the Theft Prevention Standard (49 CFR part 541).
DATES: The exemption granted by this notice is effective beginning with the 2012 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., West Building, Room W43-439, Washington, DC 20590. Ms. Ballard's telephone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated June 1, 2010, BMW requested exemption from the parts-marking requirements of the theft prevention standard (49 CFR part 541) for the MY 2012 BMW Carline X1 vehicle line. The petition requested exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line. The agency informed BMW by telephone on July 12, and by letter dated September 20, 2010 of the areas of insufficiency with respect to its June 1, 2010 petition for exemption. On October 8, 2010, BMW submitted supplementary information to the agency addressing its areas of insufficiency.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one vehicle line per model year. In its petition, BMW provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its Carline X1

vehicle line. BMW will install its passive antitheft device as standard equipment on the line. Key features of the antitheft device will include a key with a transponder, loop antenna (coil), engine control unit (DME/DDE) with encoded start release input, an electronically-coded vehicle immobilizer/car access system (EWS/CAS) control unit and a passive immobilizer. BMW's submission, along with its supplementary information is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

BMW stated that the EWS immobilizer device prevents the vehicle from being driven away under its own engine power. The EWS control unit provides the interface to the loop antenna (coil), engine control unit and starter. It queries key data from the transponder and provides the coded release of the engine management for a valid key. The ignition and fuel supply are only released when a correct coded release signal has been sent by the EWS control unit, to allow the vehicle to start. The immobilizer device is automatically activated when the engine is shut off and the vehicle key is removed from the ignition lock cylinder. The antitheft device can be further secured by locking the vehicle doors and hood using either the key lock cylinder on the driver's door or the remote frequency remote control. The frequency for the remote control constantly changes to prevent an unauthorized person from opening the vehicle by intercepting the signals of its remote control. The vehicle is also equipped with a central-locking system that can be operated to lock and unlock all doors or to unlock only the driver's door, preventing forced entry into the vehicle through the passenger doors. BMW stated that the transponder is a special transmitter/receiver in the key which communicates with the EWS control unit, the transponder also has a chip which is integrated in the key consisting of a transmitter/receiver, a small antenna coil, and a read/write memory. The transponder chip is supplied with energy via the loop antenna around the key slot; therefore, a battery is not necessary in the key for a voltage supply. The engine control unit (DME/DDE) is designed to cause the ignition and fuel supply to be released when the EWS control unit has sent a correct release signal, and after the initial starting value, the release signal becomes a rolling, ever-changing, random code that is stored in the DME/