

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

timer has completed its three-minute cycle, any further comparisons with a key pellet of improper resistance will cause the module to shut down for an additional three-minute period. The car cannot be started by either cutting the wires and reapplying them or directly activating the starter alone, since, in order for fuel to flow, the ECM must also have received a signal from the decoder module.

Based on its theft rate comparisons between GM vehicles using the PASS-Key or PASS-Key II systems and Corvettes using the "VATS" system, GM believes that an alarm is unnecessary, and that the lack of a visible or audible alarm or other attention-attracting device in the "PASS-Key II" system does not compromise the system's performance as a theft deterrent. In addition, a yellow "security" light will be included on the instrument panel for the Chevrolet Lumina and Buick Regal lines. The light is designed to illuminate in the event that a key with a correct mechanical but incorrect electronic code is used to try to start the vehicle. When this happens, it will be necessary to delay a further attempt to start the engine with the proper key until the "PASS-Key II" timer has run its three-minute cycle. The security light will also come on if the proper key with a dirty or contaminated resistor pellet is used. Under such conditions, the vehicle will not start. If this happens, GM states that it will be necessary to clean the key and observe the three-minute delay before trying to start the vehicle again.

The security light illuminates briefly during engine starting to indicate that the bulb and its circuits are functioning properly. The light will go out and remain out after the engine has started. If the light does not function as prescribed, or illuminates while driving, servicing of the system is required.

GM stated that, if any unauthorized person enters the vehicle, the entrant would be unable to start the vehicle with anything but the proper key.

GM stated that it believes that the antitheft device on the Chevrolet Lumina and Buick Regal car lines will be at least as effective as parts marking in reducing and deterring motor vehicle theft. GM bases its belief on the past performance of the PASS-Key II system on other models and the similarities of the PASS-Key II and PASS-Key systems in design and function. In addition, GM reported that the theft rates, as reported by NHTSA, are lower for the GM models equipped with a PASS-Key system than those for earlier GM models of similar appearance and construction that were parts-marked.

To support its belief, GM provided theft data published by NHTSA on car lines equipped with the PASS-Key theft deterrent system. The Chevrolet Camaro, Pontiac Firebird, Cadillac Eldorado and Seville car lines had the PASS-Key system as standard equipment beginning with MY 1989; the Cadillac DeVille/Fleetwood, Buick Riviera and Oldsmobile Toronado car lines all had the PASS-Key system as standard equipment beginning with MY 1990. Theft rates indicate a significant decrease for the Riviera (80 per cent), Toronado (58 per cent) for the MY 1987-1990 period; and for the DeVille Fleetwood (32 per cent) from MY 1989 to MY 1990.

Based on the system performance of PASS-Key on other car lines, the reduction of theft rates for GM car lines using the PASS-Key system, and the similarities in design and function of the PASS-Key and PASS-Key II systems, GM believes that the PASS-Key system is extremely effective in deterring motor vehicle theft and that the PASS-Key II system will be at least as effective as its predecessor. Accordingly, GM believes that the agency should determine that the PASS-Key II system is likely to be as effective as parts marking in reducing and deterring motor vehicle theft, and that inclusion of that system (which is completely passive) on the Chevrolet Lumina and Buick Regal car lines should qualify those lines for full exemption from the Part 541 theft prevention standard.

The agency's review of the theft data for these vehicle lines shows results consistent with GM's analysis. In the three model years beginning with 1989, the model year in which the PASS-Key system was introduced on the Chevrolet Camaro and Pontiac Firebird as standard equipment, the theft rate for the Firebird has declined from 8.9873 to 5.3202 (a 41 per cent reduction) and the rate for the Camaro has declined from 8.6893 to 6.2142 (a 28 per cent reduction). In addition, over a longer period, the rate for the Corvette has declined by 26 per cent from MY 1987 (the first year that line received an exemption) to MY 1992.

NHTSA believes that there is substantial evidence that the antitheft device that will be installed on the Chevrolet Lumina and Buick Regal car lines will likely be as effective in reducing motor vehicle theft as compliance with the theft prevention standard (49 CFR Part 541). The GM system will provide four of the five types of performance listed in Section 543.6(a)(3): promoting activation; preventing defeat or circumventing of the device by unauthorized persons;

preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

The PASS-Key II system does not have a device for attracting attention to the efforts of an unauthorized person to enter or move the vehicle by means other than a key, 49 CFR § 543.6(a)(ii). The agency continues to believe that such a feature is desirable for an antitheft system. Such a device may deter a thief from trying to steal the vehicle or from entering the vehicle and destroying the dashboard or steering column.

Nevertheless, theft data for 1992 shows that theft rates have continued to decline for the 12 car lines equipped with the PASS-Key system that have received partial exemptions from the agency. (The agency granted these vehicle lines partial rather than full exemptions because it concluded that these vehicles still needed parts-marking protection for their most interchangeable parts (the engine and transmission) because of the PASS-Key system's lack of an audible or visual alarm, one of the elements listed in 49 CFR § 543.6. See e.g., 557 FR 10518 (Mar. 26, 1992).) In addition, the agency has granted GM's petition for a full exemption for the MY 1995 Buick Riviera and Oldsmobile Aurora car lines based on the installation of the PASS-Key II system as standard equipment on those lines.

As required by 49 U.S.C. 33106(c)(2) and 49 CFR § 543.6(a)(4), the agency also finds that GM has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information GM provided about its device, much of which is confidential. This information included a confidential description of reliability and functional tests conducted by GM for the antitheft device and its components, which was granted confidential treatment by the agency.

For the foregoing reasons, the agency hereby grants in full GM's petition for exemption of the Chevrolet Lumina and Buick Regal car lines from the requirements of 49 CFR Part 541.

If GM decides not to use the exemption for these car lines, it should formally notify the agency. If such a decision is made, the car lines must be fully marked according to the requirements of 49 CFR 541.5 and 541.6 (marking of major components and replacement parts).

The agency notes that the limited and apparently conflicting data on the effectiveness of the pre-standard parts-marking programs continue to make it difficult to compare the effectiveness of

an antitheft device with the effectiveness of the theft prevention standard. The statute clearly invites such a comparison, which the agency has made on the basis of the limited data available. With implementation of the requirements of the "Anti Car Theft Act of 1992," NHTSA anticipates more probative data upon which comparisons may be made.

NHTSA notes that if GM wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Section 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device upon which that line's exemption is based. Further, § 543.9(c)(2) provides for the submission of petitions "[t]o modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden which § 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a petition for every change to the components or design of an antitheft device. The significance of many such changes could be *de minimis*. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes the effects of which might be characterized as *de minimis*, it should consult the agency before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Issued on: May 10, 1995.

Ricardo Martinez,

Administrator.

[FR Doc. 95-11929 Filed 5-12-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

[Directive 16-21]

Disposal of Obligations, Including Bonds, Notes or Other Securities

May 3, 1995.

1. *Delegation.* By the authority granted to the Fiscal Assistant Secretary by Treasury Order (TO) 101-05, the Commissioner, Financial Management Service, is delegated the authority to dispose of obligations, including bonds, notes or other securities, acquired by the Secretary of the Treasury for the United States Government or delivered by an executive agency pursuant to 31 U.S.C. 324, and to perform any functions necessary to effect such disposition. The Commissioner, Financial Management Service, shall be responsible for referring to the Fiscal Assistant Secretary any matters on which action should be appropriately taken by the Fiscal Assistant Secretary.

2. *Redelegation.* The Commissioner, Financial Management Service, may redelegate this authority, and it may be exercised in the individual capacity and under the individual title of each official receiving such authority.

3. *Cancellation.* Treasury Directive 16-21, "Stock Assigned to the Secretary of the Treasury," dated October 22, 1992, is superseded.

4. *Authorities.*
a. TO 101-05, "Reporting Relationships and Supervision of Officials, Offices and Bureaus, Delegation of Certain Authority, and Order of Succession in the Department of the Treasury."

b. 31 U.S.C. 324.

5. *Office of Primary Interest.* Office of the Assistant Commissioner for Financial Information, Financial Management Service.

Gerald Murphy,

Fiscal Assistant Secretary.

[FR Doc. 95-11830 Filed 5-12-95; 8:45 am]

BILLING CODE 4810-25-P

UNITED STATES INFORMATION AGENCY

Culturally Significant Objects Imported for Exhibition; Determination

Notice is hereby given of the following determination: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985), I hereby determine that the objects in the exhibit, "Culture and Power in France: Treasures from the Bibliotheque Nationale" (see list ¹) imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lender. I also determine that the temporary exhibition of the objects at the Library of Congress, Jefferson Building, Washington, D.C. from on or about September 5, 1995, to on or about December 56, 1995, is in the national interest.

Public notice of this determination is ordered to be published in the **Federal Register**.

Dated: May 10, 1995.

Les Jin,

General Counsel.

[FR Doc. 95-11914 Filed 5-12-95; 8:45 am]

BILLING CODE 8230-01-M

¹ A copy of this list may be obtained by contacting Ms. Neila Sheahan of the Office of the General Counsel of USIA. The telephone number is 202/619-5030, and the address is Room 700, U.S. Information Agency, 301 4th St. S.W., Washington, D.C. 20547.