

time limited dispatch (TLD) of engines fitted with full authority digital engine control (FADEC) systems. This proposed policy would revise the current policy to clarify it; the basic intent of the policy would not change.

DATES: Comments must be received by February 9, 2001.

ADDRESSES: Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Gary Horan, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: gary.horan@faa.gov; telephone (781) 238-7164; fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the internet at the following address: <http://www.faa.gov/avr/air/ane/ane110/hpage.htm>. If you do not have access to the Internet, you may request a copy by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policy. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the closing date before issuing the final policy.

Background

The FAA Engine and Propeller Directorate (EPD) issued a policy on time limited dispatch (TLD) on October 28, 1993. The purpose of this policy is to assure uniformity in applying TLD to engines fitted with FADEC systems. The objective of the TLD approach is to preserve suitable FADEC system integrity while minimizing dispatch delays and cancellations by allowing dispatch of the FADEC system with faults present. The control system is allowed to continue to operate with faults present, provided the resulting system operation and overall average reliability are adequate, and operating exposure in this less redundant state is appropriately limited.

The dispatchable configurations for the FADEC system and their associated dispatch intervals are an engine airworthiness limitation specified in the FAA-approved Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness (ICA) for the engine. Although TLD is not a requirement for

engine certification, entries in the ALS become part of the engine type design. In addition, the type certificate data sheet (TCDS) notes that the engine model has TLD approval and references the ALS for detailed dispatch interval information. In this revision, the FAA recommends that an applicant for engine type design approval include appropriate TLD information in the engine installation manual.

The applicant must submit a statistical TLD analysis to substantiate that the overall average reliability of the control system resulting from the applicant's proposed TLD approach meets the integrity requirements in the FAA TLD policy. The applicant is also required to establish a formal, auditable reporting system that provides periodic reports to the FAA office that oversees the engine type certificate. This system compares in-service experience with the analysis on which the TLD approval is granted.

The proposed revision to the TLD policy:

1. Clarifies where the manufacturer must include the TLD approval statements.
2. Adds a fourth category of faults, for manufacturer/operator defined dispatch intervals that have no impact on the loss-of-thrust-control (LOTC) analysis and whose repair time is not specified through the TLD analysis.
3. Clarifies the engine-aircraft interface regarding the fault recording means required for TLD.
4. Clarifies that the provision for a temporary extension of the dispatch interval must be substantiated in the TLD, analysis; also clarifies the authority of the FAA Principal Maintenance or Avionics Inspector (PMI/PAI) to temporarily extend the dispatch interval based on the TLD analysis.
5. Clarifies descriptions of the full-up and single-fault system models used in the TLD analysis.
6. Clarifies the maintenance strategies, including eliminating the use of the maintenance terms "On-Condition" and "Condition Monitoring."
7. Modifies Table 2 to specify both the short time and long time fault limitations in terms of the maximum operating time in flight hours only; to accommodate the addition of a fourth dispatch category.
8. Adds Table 3 to show the time limitations for both the short time and long time fault conditions associated with the maintenance approach used to address those fault categories.
9. Adds Figure 1 to show the typical graph used to substantiate the analysis for compliance with the requirement for

equivalent or better reliability than the hydromechanical technology of early systems.

10. Adds Figure 2 to show a typical aircraft avionics system associated with FADEC system maintenance information and displays.

(Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704.)

Issued in Burlington, Massachusetts, on January 2, 2001.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-8598]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This document announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: These decisions are effective as of the date of their publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States,

certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable Federal motor vehicle safety standards, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: January 4, 2001.

Marilynne Jacobs, Director,
Director, Office of Vehicle Safety,
Compliance.

Annex A

Nonconforming Motor Vehicles Decided To Be Eligible for Importation

1. Docket No. NHTSA-2000-7111

Nonconforming Vehicle: 1992-1994 Mercedes-Benz SE and SEL passenger cars.

Substantially similar U.S.-certified vehicle: 1992-1994 Mercedes-Benz SE and SEL passenger cars.

Notice of Petition published at: 65 FR 26872 (May 9, 2000).

Vehicle Eligibility Number: VSP-343.

2. Docket No. NHTSA-2000-7225

Nonconforming Vehicles: 1995-1998 Mercedes-Benz S Class passenger cars.

Substantially similar U.S.-certified vehicles: 1995-1998 Mercedes-Benz S Class passenger cars.

Notice of Petition published at: 65 FR 26873 (May 9, 2000).

Vehicle Eligibility Number: VSP-342.

3. Docket No. NHTSA-2000-7387

Nonconforming Vehicles: 1996-2000 Audi A4 passenger cars.

Substantially similar U.S.-certified vehicles: 1996-2000 Audi A4 passenger cars.

Notice of Petition published at: 65 FR 38878 (June 22, 2000).

Vehicle Eligibility Number: VSP-352.

4. Docket No. NHTSA-00-7756

Nonconforming Vehicles: 1995-2000 Mazda Xedos 9 passenger cars.

Substantially similar U.S.-certified vehicles: 1995-2000 Mazda Millenia passenger cars.

Notice of Petition published at: 65 FR 49862 (August 15, 2000).

Vehicle Eligibility Number: VSP-351.

5. Docket No. NHTSA-2000-7511

Nonconforming Vehicles: 1997-2000 Porsche 911 passenger cars.

Substantially similar U.S.-certified vehicles: 1997-2000 Porsche 911 passenger cars.

Notice of Petition published at: 65 FR 38879 (June 22, 2000).

Vehicle Eligibility Number: VSP-346.

6. Docket No. NHTSA-2000-7512

Nonconforming Vehicle: 2000 BMW 5 Series passenger cars.

Substantially similar U.S.-certified vehicle: 2000 BMW 5 Series passenger cars.

Notice of Petition published at: 65 FR 38880 (June 22, 2000).

Vehicle Eligibility Number: VSP-345.

7. Docket No. NHTSA-2000-7522

Nonconforming Vehicles: 2000-2001 BMW Z8 passenger cars.

Substantially similar U.S.-certified vehicles: 2000-2001 BMW Z8 passenger cars.

Notice of Petition published at: 65 FR 48046 (August 4, 2000).

Vehicle Eligibility Number: VSP-350.

8. Docket No. NHTSA-2000-7524

Nonconforming Vehicles: 1978-1987 Honda CMX250C motorcycles.

Substantially similar U.S.-certified vehicles: 1978-1987 Honda CMX250C motorcycles.

Notice of Petition published at: 65 FR 39221 (June 23, 2000).

Vehicle Eligibility Number: VSP-348.

9. Docket No. NHTSA-2000-7555

Nonconforming Vehicles: 1991-1995 Mercedes-Benz Series passenger cars.

Substantially similar U.S.-certified vehicles: 1991-1995 Mercedes-Benz Series passenger cars.

Notice of Petition published at: 65 FR 44850 (July 19, 2000).

Vehicle Eligibility Number: VSP-354.

10. Docket No. NHTSA-2000-7388

Nonconforming Vehicles: 1992 Chrysler Daytona passenger cars.

Substantially similar U.S.-certified vehicles: 1992 Dodge Daytona passenger cars.

Notice of Petition published at: 65 FR 38316 (June 20, 2000).

Vehicle Eligibility Number: VSP-344.

11. Docket No. NHTSA-2000-7710

Nonconforming Vehicles: 2001 Porsche 911 Turbo passenger cars.

Substantially similar U.S.-certified vehicles: 2001 Porsche 911 Turbo passenger cars.

Notice of Petition published at: 65 FR 48279 (August 7, 2000).

Vehicle Eligibility Number: VSP-347.

12. Docket No. NHTSA-2000-7897

Nonconforming Vehicles: 1996-1998 Ferrari F355 passenger cars.

Substantially similar U.S.-certified vehicles: 1996-1998 Ferrari F355 passenger cars.

Notice of Petition published at: 64 FR 55325 (September 13, 2000).

Vehicle Eligibility Number: VSP-355.

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