DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

18th Meeting: RTCA Special Committee 206/EUROCAE WG 76 Plenary

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 206 meeting; Aeronautical Information Services and Meteorology Data Link Services

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 206: Aeronautical Information Services and Meteorology Data Link Services

DATES: The meeting will be held September 14–18, 2009 from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at World Meteorological Organization (WMO), 7bis, avenue de la Paix, Case postale No. 2300, CH–1211 Geneva 2, Switzerland

FOR FURTHER INFORMATION CONTACT: In Geneva: Herbert Puempel, tel.: +41.22.730.82.83, Chief, Aeronautical Meteorology Unit (C/AEM), email: *hpuempel@wmo.int,* Bridgette Vuitteney-Gelman, email: *BVuitteney-Gelman@wmo.int,* Andrew Mirza, tel.: +44(0)1392 884108, e-mail: *andrew.mirza@metoffice.gov.uk,* Met Office, FitzRoy Road, Exeter, EX1 3PB, United Kingdom

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 Special Committee 206/EUROCAE WG 76 Plenary meeting. The agenda will include:

14 September—Monday

9 a.m. Opening Plenary
- Chairmen's remarks and introductions
- Review and approve meeting agenda and approval of previous meeting minutes
- Discussion
- Schedule for this week
- Action Item Review
- Schedule for next meetings

10 a.m. Presentations
- To be determined

1 p.m. SPR

15 September—Tuesday

9 a.m. Joint AIS and MET Subgroup Meetings

16 September—Wednesday

9 a.m. Joint AIS and MET Subgroup Meetings

17 September—Thursday

9 a.m. Joint AIS and MET Subgroup Meetings

18 September—Friday

9 a.m. Joint AIS and MET Subgroup Meetings

10:30 a.m. Plenary Session
- 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 August 10, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. E9–19659 Filed 8–14–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the petition of Toyota Motor North America, Inc's., (Toyota) petition for an exemption of the Camry 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 model year (MY) 2011.

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Standards, NHTSA, W43–439, 1200 New Jersey Avenue, SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366–0846. Her fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated May 5, 2009, Toyota requested an exemption from the parts-marking requirements of the theft prevention standard (49 CFR Part 541) for the Camry vehicle line beginning with MY 2011. The petition has been filed pursuant to 49 CFR Part 543, *Exemption from Vehicle Theft Prevention Standard,* based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Toyota provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Camry vehicle line. Toyota stated that all Camry vehicles will be equipped with a passive engine immobilizer device as standard equipment beginning with the 2011 model year. Additionally, Toyota states that the device will feature two operational systems, a ''smart key system'' (keyless entry) and a ''conventional key'' system. Toyota stated that both systems will have the same basic antitheft functionality and immobilization features but the driver will use either the transponder to open the door and start the engine or a conventional key to open the door and start the engine. Toyota additionally stated that the ''conventional key'' system will be standard on lower trim models and the ''smart key'' system will be standard on higher trim models but the main feature of the antitheft system is the immobilizer device. The ''smart key'' system is a fob-sized transponder that allows for ''keyless'' entry and push-button start. Key components of the ''smart key'' system will include an engine immobilizer, certification electronic control unit (ECU), engine switch, id code box, steering lock ECU, security indicator, door control receiver, electrical key and electronic control module (ECM). The key components of the ''conventional key'' system include an engine immobilizer, transponder key ECU assembly, transponder key amplifier, security indicator, ignition key and ECM. The device's security indicators provide the status of the immobilizer to users and others inside/outside the vehicle. When the immobilizer is activated, the indicator flashes continuously. When the immobilizer is not activated, the indicator is turned off. Models with the ''smart'' key system will also be installed with an additional visual and audible alarm feature designed to deter inappropriate access to the vehicle.