

- WG-1 PEDs Characterization
- WG-2 Aircraft Path Loss and Test with WG-3, Aircraft Susceptibility
- WG-4 Risk Assessment, Mitigation, and Process
- WG-5 Airplane Design and Certification Guidance
- Chairmen's Strategy Session with Working Group Leaders
- Phase 2 Goals, Schedule, and Work Plan
- April 6:
- Chairmen's Day 2 Opening Remarks and Process Check
- Working Groups report out
- Each Working Group will cover the following:
  - Schedule and TOC Compliance Assessment
  - Coordination and Requirements, Open Issues, Action Items, etc.
  - Phase 2 Work Remaining: work plan and schedule for completion
  - Working Group 1 (PEDs Characterization, Test and Evaluation)
  - Working Group 2 (Aircraft Test and Analysis)
  - Working Group 3 (Aircraft Systems Susceptibility)
  - Working Group 4 (Risk Assessment, Practical Application, and Final Documentation)
  - Collaboration with EUROCAE WG58
  - Working Group 5 (Recommended Guidance for Airplane Design and Certification)
  - Feasibility of single document with EUROCAE WG58, committee consensus on how to proceed
  - Updates to Phase 2 work statement, committee structure, work plan, and schedule, including:
    - Need for additional SC-202 meetings to complete document
    - Plan for access to material and organization of data in appendix CD for Phase 2 document
    - Working Groups' teleconference and meeting schedule, plan for Phase 2 work completion
    - Closing Session (Other Business, Date and Place of Next Meeting (July 10-14, 2006, Fifteenth Plenary at RTCA; October 16-20, 2006, Sixteenth Plenary at RTCA; January 22-26, 2007, Seventeenth Plenary at RTCA, Closing Remarks, Adjourn)
    - Break-out sessions for Working Groups Phase 2 work if required and time permits
    - April 7:
    - Working Groups complete action items as required
    - 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 March 3, 2006.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

[FR Doc. 06-2352 Filed 3-10-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aircraft Electrical Load and Power Source Capacity Analysis

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces a Federal Aviation Administration (FAA) proposed policy on recognizing ASTM International's F2490-05 Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis as an acceptable means of compliance to 14 CFR part 23, 23.1351(a)(2). The Standard Guide provides acceptable methods and procedures to determine electrical system capacity needed to provide worst-case combinations of electrical loads during all phases of airplane operations. This notice is necessary to advise the public of this FAA policy and give all interested persons an opportunity to present their views on it.

**DATES:** Comments must be received on or before May 12, 2006.

**ADDRESSES:** Mail comments to: Federal Aviation Administration, Small Airplane Directorate, Continued Operational Safety, ACE-113, Attention: Barry Ballenger, Room 301, 901 Locust, Kansas City, Missouri 64106. Specify the standard being addressed by ASTM designation and title and mark all comments: Consensus Standards Comments.

**FOR FURTHER INFORMATION CONTACT:** Barry Ballenger, Aerospace Engineer, Continued Operational Safety Branch (ACE-113), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4152; e-mail: [barry.ballenger@faa.gov](mailto:barry.ballenger@faa.gov).

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire.

Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F39 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities," dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for the design, fabrication, modification, inspection, and maintenance of electrical systems installed on normal and utility category airplanes.

These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for normal, utility, acrobatic, and commuter category airplanes. The FAA participates as a member of Committee F39 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

#### The Consensus Standards

The FAA finds the following new consensus standard acceptable for normal and utility, acrobatic, and commuter category airplanes. The consensus standard listed below may be used unless the FAA publishes a specific notification otherwise.

a. ASTM Designation F 2490-05, titled: Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis.

#### Availability

ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959 copyrights these consensus standards. Individual reprints of this standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832-9585 (phone), (610) 832-9555 (fax), through [service@astm.org](mailto:service@astm.org) (e-mail), or through the ASTM Web site at <http://www.astm.org/>. To inquire about standard content and/or membership, or

about ASTM International Offices abroad, contact Daniel Schultz, Staff Manager for Committee F39 on Aircraft Electrical Load and Power Source Capacity Analysis: (610) 832-9716, [dschultz@astm.org](mailto:dschultz@astm.org).

**David R. Showers,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Petition for Exemption From the Federal Motor Vehicle Motor Theft Prevention Standard; American Suzuki Motor Corporation**

**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 American Suzuki Motor Corporation, (Suzuki) in accordance with § 543.9(c)(2) of 49 CFR part 543, *Exemption from the Theft Prevention Standard*, for the Suzuki XL-7 vehicle line. 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.

**DATES:** The exemption granted by this notice is effective beginning with the 2007 model year.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366-4139. Her fax number is (202) 493-2290.

**SUPPLEMENTARY INFORMATION:** In a petition dated December 19, 2005, Suzuki requested exemption from the parts-marking requirements of the theft prevention standard (49 CFR part 541) for the Suzuki XL-7 vehicle line beginning with MY 2007. The Suzuki XL-7 which had previously been a model of the Suzuki Grand Vitara line will no longer be produced as a model of that vehicle line beginning with MY 2007. However, Suzuki plans to use the XL-7 nameplate for its new vehicle line beginning with the 2007 model year. According to Suzuki, the new XL-7 will have a distinct visual difference from

that of the XL-7 model. 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 the entire vehicle line. According to Suzuki, this vehicle line will be certified by CAMI Automotive, Inc.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one line of its vehicle lines per year. In its petition, Suzuki provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new vehicle line. Suzuki will install its antitheft device as standard equipment on its Suzuki XL-7 vehicle line beginning with MY 2007. Features of the antitheft device will include an electronically coded ignition key, passive immobilizer, engine control module and PASS-Key III+ controller module. Suzuki's submission 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.

The antitheft device to be installed on the MY 2007 Suzuki XL-7 is the PASS-Key III+. Suzuki stated that the PASS-Key III+ device is designed to be active at all times without direct intervention by the vehicle operator. The system is fully armed immediately after the ignition has been turned off and the key removed. The system will provide protection against unauthorized starting and fueling of the vehicle engine. Components of the antitheft device include a special ignition key and decoder module. Before the vehicle can be operated, the key's electrical code must be sensed and properly decoded by the PASS-Key III+ control module. The electronics molded into the ignition key head receive energy and data from the control module. Upon receipt of the data, the key will calculate a response to the data and transmit the response back to the vehicle. The controller module translates the radio frequency signal received from the key into a digital signal and compares the received response to an internally calculated value. If the values match, the key is recognized as valid and the vehicle can be operated.

In addressing the specific content requirements of 543.6, Suzuki provided information on the reliability and durability of the proposed device. To ensure reliability and durability of the device, Suzuki conducted tests based on its own specified standards. Suzuki provided a detailed list of the tests

conducted on the components of its immobilizer device and believes that the device is reliable and durable since it complied with the specified requirements for each test. Specifically, Suzuki stated that the components of the device were tested and met compliance in climatic, mechanical and chemical environments, and immunity to various electromagnetic radiations.

Suzuki indicated that the theft rates, as reported by the Federal Bureau of Investigation's National Crime Information Center, are lower for Suzuki models equipped with the "PASS-Key"-like systems which have exemptions from the parts-marking requirements of 49 CFR part 541, than the theft rates for earlier, similarly-constructed models which were parts-marked. Based on the performance of the PASS-Key, PASS-Key II, and PASS-Key III systems on other Suzuki models, and the advanced technology utilized in PASS-Key III+, Suzuki believes that the PASS-Key III+ will be more effective in deterring theft than the parts-marking requirements of 49 CFR part 541.

Suzuki stated that although its antitheft device provides protection against unauthorized starting and fueling of the vehicle, it does not provide any visible or audible indication of unauthorized entry by means of flashing vehicle lights or sounding of the horn. Since the system is fully operational once the vehicle has been turned off, specific visible or audible reminders beyond key removal reminders have not been provided. Suzuki also stated that the PASS-Key III+ device to be used on the XL-7 vehicle line is the same theft deterrent system used on motor vehicles produced by General Motors Corporation. Based on a comparison of the reduction in the theft rates of Chevrolet Corvettes using a passive theft deterrent device along with an audible and visual alarm system to the reduction in theft rates for the Chevrolet Camaro and Pontiac Firebird vehicles equipped with a passive theft deterrent device without an alarm, GM found that the lack of an alarm or attention attracting device does not compromise the theft deterrent performance of a system such as PASS-Key III+.

On the basis of this comparison, Suzuki has concluded that the antitheft device proposed for its XL-7 vehicle line is no less effective than those devices installed in the lines for which NHTSA has already granted full exemption from the parts-marking requirements.

Based on the evidence submitted by Suzuki, the agency believes that the antitheft device for the XL-7 vehicle