Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• *Docket:* To read background documents or comments received, go to: *http://dms.dot.gov* at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We will post all comments we receive, without change, to: *http://dms.dot.gov*, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

FOR FURTHER INFORMATION CONTACT: Tyneka Thomas (202) 267–7626 or Frances Shaver (202) 267–9681, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on July 12, 2007.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA–2007–28589.

Petitioner: Insitu, Inc.

Section of 14 CFR Affected: 14 CFR 103.1, 103.13, and 103.21.

Description of Relief Sought: Insitu, Inc. (Insitu), seeks relief from §§ 103.1, 103.13, 103.21, to the extent necessary to permit Insitu to operate its Insight (also known as ScanEagle) ultralight unmanned vehicle for commercial purposes within Class G Airspace over sparsely populated terrain and maritime areas.

[FR Doc. E7–13937 Filed 7–18–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Appointment of Representatives of the Uniform Carrier Registration Agreement Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice.

SUMMARY: This document announces the reappointment of the five State representatives of the Board of Directors which governs the Uniform Carrier Registration Agreement (UCRA) as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU). This notice also announces the replacement of one Board who retired. The UCRA governs the collection and distribution of registration, financial responsibility information and fees paid by for-hire and private motor carriers, brokers, freight forwarders, and leasing companies. The UCRA replaced the Single State Registration System (SSRS), which was repealed January 1, 2007.

DATES: The appointment of the five State representative Board members is effective beginning on June 1, 2007. The appointment of the director Board member became effective February 26, 2007.

FOR FURTHER INFORMATION CONTACT: Mr. James Davis, Federal Motor Carrier Safety Administration, Office of Safety Programs (MC–ES), (202) 366–6406, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., ET, Monday through Friday except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Section 4305 of SAFETEA–LU [Pub. L. 109–59, 119 Stat. 1144, August 10, 2005] created, under Title 49 U.S. Code, a new section 14504a titled ''Unified Carrier Registration System plan and agreement.''Under the UCR Agreement, motor carriers, motor private carriers, brokers, freight forwarders, and leasing companies provide registration and financial responsibility information and pay certain fees. The Unified Carrier Registration Plan Board of Directors must issue rules and regulations to govern the UCR Agreement.

Title 49 U.S.C. 14504a(a)(9) defines the Unified Carrier Registration Plan as the organization of State, Federal, and industry representatives responsible for developing, implementing, and administering the UCR Agreement. Section 14504a(d)(1)(B) directed the Secretary to establish a Unified Carrier Registration Plan Board of Directors made up of 15 members representing FMCSA, State government, and the motor carrier industry. The Board also must recommend initial annual fees to be assessed against carriers, leasing companies, brokers, and freight forwarders under the UCR Agreement.

Section 14504a(d) stipulates that the Unified Carrier Registration Plan Board of Directors must consist of representatives from the following groups:

U.S. Department of Transportation (the Department): One individual, either the FMCSA Deputy Administrator or such other Presidential appointee from the Department, must represent the Department.

Federal Motor Carrier Safety Administration: One director must be selected from each of the FMCSA service areas (as defined by FMCSA on January 1, 2005) from among the chief administrative officers of the State agencies responsible for administering the UCR Agreement.

State Agencies: The five directors selected to represent State agencies must be from among the professional staffs of State agencies responsible for overseeing the administration of the UCR Agreement and must be nominated by the National Conference of State Transportation Specialists (NCSTS), a non-profit organization founded in 1959 and consisting of State agencies involved in transportation safety, insurance and consumer protection.

Motor Carrier Industry: Five directors must represent the motor carrier industry.

Board of Directors

Today's publication serves as public notice of the reappointment of the State representatives of the UCRA Board of Directors. The five members reappointed to the Board are as follows:

Avelino A. Gutierrez, Staff Counsel for the New Mexico Public Regulation Commission (NMPRC). Mr. Gutierrez has been with the NMPRC for over 15 years and his main area of expertise has been in the transportation field. From June 2003 to June 2004, Mr. Gutierrez served as President of the NCSTS.

Barbara Hague, Special Projects Coordinator within the Missouri Department of Transportation Motor Carrier Services (MODOT). Ms. Hague has 35 years of experience in State transportation regulation supervising the operating authority application, licensing, insurance, and tariff requirements for intrastate and interstate carriers, and has implemented a paperless office system for operating authority transactions with MODOT.

Dave Lazarides, Director of Processing and Information in the Transportation Bureau of the Illinois Commerce Commission and program manager of the Commercial Vehicle Information Systems and Network (CVISN) for the State of Illinois. Mr. Lazarides played a major role in the design of the SSRS software which has been adopted by 25 other States. He also serves as a consultant to States regarding electronic commerce initiatives and serves as chairman of the Electronic Commerce Committee for the NCSTS.

William Leonard, Director of the Freight Compliance and Safety Bureau, New York Department of Transportation (NYDOT). Mr. Leonard's office is responsible for both New York's Motor Carrier Safety Assistance Program and SSRS. The NYDOT is also responsible for the issuance of operating authority to for-hire intrastate motor carriers in the State of New York.

Terry Willert, Chief of the Colorado Public Utility Commission (COPUC) Transportation section. Mr. Willert currently serves as the NCSTS Treasurer and the Chair of its Strategic Planning Committee. He has been with the COPUC Transportation Section for 22 years as an investigator and as Chief. COPUC is responsible for administering the SSRS, permitting, insurance tracking, and safety of for-hire motor carriers in Colorado.

Today's notice also serves as public notice of the replacement of Mr. Anthony D. Portanova, Deputy Commissioner, Connecticut Department of Motor Vehicles, who retired from his State position on December 31, 2006 and is therefore no longer eligible for UCR Board membership. Mr. Portanova occupied the position from FMCSA's Eastern Service Center. Mr. Charles ''Buddy'' Covert, Director, Transportation Administration Division, Public Service Commission of West Virginia will serve as his replacement.

Board Member Term Limits

The five State representatives who are listed in this notice as members of the Board nominated by the NCSTS will serve a term of three years, expiring on May 31, 2010.

Mr. Charles ''Buddy'' Covert will complete the remainder of Mr. Portanova's initial 2-year appointment which began on June 1, 2006, expiring on May 31, 2008.

Issued on: July 10, 2007.

William A. Quade,

Acting Associate Administrator for Enforcement and Program Delivery.

[FR Doc. E7–13946 Filed 7–18–07; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Hyundia-Kia America Technical Center, Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the petition of Hyundai-Kia Motors Corporation (Hyundai) in accordance with 543.9(c)(2) of 49 CFR Part 543, *Exemption from the Theft Prevention Standard,* for the Hyundai Azera vehicle line beginning with model year (MY) 2008. 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 model year (MY) 2008.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of International Vehicle, Fuel Economy and Consumer Standards, NHTSA, 1200 New Jersey Avenue, SE., NVS–131, Room W43–302 (4th Floor), Washington, DC 20590. Ms. Proctor's telephone number is (202) 366–4807. Her fax number is (202) 493–0073.

SUPPLEMENTARY INFORMATION: In a petition dated March 2, 2007, Hyundai-Kia America Technical Center, Inc., on behalf of Hyundai-Kia Motors (Hyundai) requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the Hyundai Azera vehicle line beginning with MY 2008. The petition requested an 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.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one of its vehicle lines per year. Hyundai has petitioned the agency to grant an exemption for its Azera vehicle line beginning with MY 2008. In its petition, Hyundai provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Azera vehicle line. Hyundai will install its passive antitheft device as standard equipment on the vehicle line. Features of the antitheft device will include a passive immobilizer consisting of an EMS (engine control unit), SMARTRA (immobilizer unit), an antenna coil and transponder ignition keys. Additionally, the Hyundai Azera will have a standard alarm system which will monitor all the doors, the trunk and the hood of the vehicle. The audible and visual alarms are activated when an unauthorized person attempts to enter or move the vehicle by unauthorized means. Hyundai'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 2008 Hyundai is a transponder-based electronic immobilizer system. Hyundai stated that the EMS carries out the check of the ignition key by a special encryption algorithm which runs in the transponder and in the EMS in parallel. The engine can only be started if the results of the ignition key check and algorithm are equal.

Hyundai stated that the device is automatically activated by removing the key from the ignition switch and locking the vehicle door. In order to arm the device, the key must be removed from the ignition switch, all of the doors and hood must be closed and the driver's door must be locked with the ignition key or all doors must be locked with the keyless entry. When the device is armed, the visual (flashing hazard lamps) and audible (horn sound) alarm system will be triggered if unauthorized entry is attempted through the doors, trunk or the hood. Hyundai stated that the alarm will be operated in three cycles (30 seconds on and 10 seconds off) and if the alarm shuts down, the device will remain armed. The device is disarmed when the driver's door is unlocked with the transponder key or keyless entry.

Hyundai further stated that since its antitheft device has been installed as standard equipment on the Azera line since MY 2006 and that it is the first vehicle line that comprises both an immobilizer and an alarm system as standard equipment for the U.S. market, there is currently no available theft rate data for Hyundai vehicle lines that have