

Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 302. 201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* DOT-OST-2015-0012.

*Date Filed:* February 2, 2015.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* February 23, 2015.

*Description:* Application of T'way Air Co., Ltd. ("T'way Air") requesting a foreign air carrier permit and an exemption authorizing T'way Air to engage in: (1) Scheduled foreign air transportation of persons, property and mail from points behind the Republic of Korea, via the Republic of Korea and intermediate points, to a point or points in the United States and beyond; (2) charter foreign air transportation of persons, property and mail between any point or points in the Republic of Korea and any point or points in the United States, and beyond to any point or points in a third country or countries; and (3) other charter foreign air transportation.

*Docket Number:* DOT-OST-2015-0014.

*Date Filed:* February 2, 2015.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* February 23, 2015.

*Description:* Application of LIMA NY Corp. requesting authority to engage in scheduled passengers operations as a commuter air carrier operating daily service between the East Hampton Airport and New York Skyports in New York City, New York.

*Docket Number:* DOT-OST-1999-6663 and DOT-OST-2011-0076.

*Date Filed:* February 2, 2015.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* February 23, 2015.

*Description:* Application of United Parcel Service Co. ("UPS") requesting the Department amend its certificate to include authority to operate scheduled foreign air transportation of property and mail between IAH and MTY. UPS also requests exemption authority pursuant to the Department's streamlined licensing procedures, in order to commence this service while

the Department considers its certificate amendment request.

**Barbara J. Hairston,**

*Supervisory Dockets Officer, Docket Operations, Federal Register Liaison.*

[FR Doc. 2015-05892 Filed 3-13-15; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Commercial Space Transportation Advisory Committee—Open Meeting

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Commercial Space Transportation Advisory Committee Open Meeting.

**SUMMARY:** Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Wednesday, April 1, 2015, from 8:00 a.m. to 5:00 p.m. at the National Transportation Safety Board Conference Center, 429 L'Enfant Plaza SW., Washington, DC 20594. This will be the 61st meeting of the COMSTAC.

The proposed schedule for the COMSTAC working group meetings on April 1 is below:

- Operations (8:00 a.m.–9:00 a.m.)
- Business/Legal (9:00 a.m.–10:00 a.m.)
- Systems (10:00 a.m.–11:00 a.m.)
- International Space Policy (11:00 a.m.–12:00 p.m.)

The full Committee will meet on April 1, from 1:00 p.m. to 4:30 p.m. The proposed agenda for that meeting features speakers relevant to the commercial space transportation industry; and reports and recommendations from the working groups.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above and/or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Larry Scott, COMSTAC Designated Federal Officer, (the Contact Person listed below) in writing (mail or email) by March 25, 2015, so that the information can be made available to COMSTAC members for their review and consideration before the April 1 meeting. Written

statements should be supplied in the following formats: One hard copy with original signature and/or one electronic copy via email.

A portion of the April 1 meeting will be unavailable to the public (starting at approximately 4:30 p.m.).

An agenda will be posted on the FAA Web site at [www.faa.gov/go/ast](http://www.faa.gov/go/ast). For specific information concerning the times and locations of the COMSTAC working group meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should inform the Contact Persons listed below in advance of the meeting.

**FOR FURTHER INFORMATION CONTACT:**

Larry Scott, telephone (202) 267-7982; email [larry.scott@faa.gov](mailto:larry.scott@faa.gov), FAA Office of Commercial Space Transportation (AST-3), 800 Independence Avenue SW., Room 331, Washington, DC 20591.

Complete information regarding COMSTAC is available on the FAA Web site at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/advisory\\_committee/](http://www.faa.gov/about/office_org/headquarters_offices/ast/advisory_committee/).

Issued in Washington, DC, February 25, 2015.

**George C. Nield,**

*Associate Administrator for Commercial Space Transportation.*

[FR Doc. 2015-05829 Filed 3-13-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Petition for Exemption From the Vehicle Theft Prevention Standard; Volkswagen Group of America, Inc.

**AGENCY:** National Highway Traffic Safety Administration, Department of Transportation.

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full the Volkswagen Group of America, Inc.'s (Volkswagen's) petition for exemption of the Audi TT 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 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard).

**DATES:** The exemption granted by this notice is effective beginning with the 2016 model year (MY).

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43-443, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366-4139. Her fax number is (202) 493-2990.

**SUPPLEMENTARY INFORMATION:** In a petition dated January 9, 2015, Volkswagen requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Audi TT vehicle line beginning with MY 2016. 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 the entire vehicle line.

Under 49 CFR part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Volkswagen provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Audi TT vehicle line. Volkswagen stated that the MY 2016 Audi TT will be installed with its fifth generation, transponder-based electronic engine immobilizer antitheft device as standard equipment on the entire vehicle line. Volkswagen stated that its immobilizer device is aimed to actively incorporate the engine control unit and the automatic gearbox into the evaluation and monitoring processes. Key components of the antitheft device will include an engine control unit, instrument cluster, gateway, automatic gearbox, and an adapted transponder ignition key (key fob). Volkswagen stated that keyless entry and locking control will be available as standard equipment on the entire Audi TT vehicle line. Volkswagen stated that the keyless entry and locking control uses a transponder key that allows the doors to be locked by touching a button on the outside door handle of the vehicle, or to be opened by touching the outside door handle when the key fob is near the door. Volkswagen also stated that its antitheft device will include an audible and visible alarm system as standard equipment on the entire line. Volkswagen'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.

Volkswagen stated that the immobilizer device is activated automatically after the engine is switched off. Deactivation of the immobilizer device occurs when the ignition is turned on or the key fob is recognized by the immobilizer control unit. Specifically, when turning on the ignition on/off switch, the key transponder sends a fixed code to the immobilizer control unit. If this is identified as the correct code, a variable code is generated in the immobilizer control unit and sent to the transponder. A secret arithmetic process is then started according to a set of specific equations. The results of the computing process are evaluated in the control unit and, if verified, the vehicle key is acknowledged as correct. The engine control unit and the automatic gearbox then sends a variable code to the immobilizer control unit for mutual identification. If all the data matches, start-up of the vehicle is enabled. Volkswagen stated that a new variable code is generated every time the immobilizer goes through the secret computing process. Therefore, Volkswagen stated that it believes the code is undecipherable.

Activation of the audible and visible alarm system occurs when the "lock" button on the key fob is pressed, the driver's door is locked, or when the vehicle is locked by using the keyless entry and locking control. When the system is activated, the horn will sound and the vehicle's exterior lights will flash when unauthorized entry is attempted by opening the hood, doors, or luggage compartment. Volkswagen also stated that deactivation of the audible and visible alarm system is performed by unlocking the vehicle doors with the key fob, using the mechanical key in the driver's door lock cylinder, or opening the vehicle using the keyless entry and locking control.

In addressing the specific content requirements of 543.6, Volkswagen provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Volkswagen stated that the antitheft device has been tested for compliance to its corporate requirements, including those for electrical and electronic assemblies in motor vehicles related to performance.

In support of its belief that its antitheft device will be as or more effective in reducing and deterring vehicle theft than the parts-marking requirement, Volkswagen referenced the effectiveness of immobilizer devices installed on other vehicles for which NHTSA has granted exemptions. Specifically, Volkswagen referenced

information from the Highway Loss Data Institute that showed that BMW vehicles experienced theft loss reductions resulting in a 73% decrease in relative claim frequency and a 78% lower average loss payment per claim for vehicles equipped with an immobilizer. Additionally, Volkswagen stated that the proposed device is similar to the antitheft device installed on its Audi A3, A4, and Q3 vehicle lines. The agency granted in full the petition for the Audi A3 vehicle line beginning with model year 2010, (see 74 FR 10984, March 13, 2009), the Audi A4 vehicle line (see 71 FR 4966, January 30, 2006), and the Audi Q3 vehicle line beginning with model year 2015 (see 78 FR 50489, August 19, 2013). The agency notes that the average theft rate for the Audi A3 and A4 vehicle lines using three MYs' data (MYs 2010 through 2012) are 1.1974 and 0.6096 respectively. Current theft rate data is not available for the Audi Q3 vehicle line. Volkswagen also submitted information showing that the theft rates published by NHTSA indicated that the Audi TT had very low theft rates for MYs 2010 through 2012. Specifically, theft rates for the Audi TT vehicle line for MYs 2010 through 2012 are 0.8326, 0.000, and 0.000 respectively.

The agency agrees that the device is substantially similar to devices installed on other vehicle lines for which the agency has already granted exemptions.

Pursuant to 49 U.S.C. 33106 and 49 CFR 543.7 (b), the agency grants a petition for exemption from the parts-marking requirements of Part 541, either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of Part 541. The agency finds that Volkswagen has provided adequate reasons for its belief that the antitheft device for the Audi TT vehicle line 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). This conclusion is based on the information Volkswagen provided about its antitheft device.

Based on the evidence submitted by Volkswagen, the agency believes that the antitheft device for the Audi TT vehicle line 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 541). The agency concludes that the device will provide four of the five types of

performance listed in § 543.6(a)(3): Promoting activation, preventing defeat or circumvention of the device by unauthorized persons, preventing operation of the vehicle by unauthorized entrants, and ensuring the reliability and durability of the device.

For the foregoing reasons, the agency hereby grants in full Volkswagen's petition for exemption for the Volkswagen Audi TT vehicle line from the parts-marking requirements of 49 CFR part 541. The agency notes that 49 CFR part 541, Appendix A-1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. 49 CFR part 543.7(f) contains publication requirements incident to the disposition of all Part 543 petitions. Advanced listing—including the release of future product nameplates, the beginning model year for which the petition is granted, and a general description of the antitheft device—is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the Theft Prevention Standard.

NHTSA notes that if Volkswagen 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. Part 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 on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to 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 that Part 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 modification 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.

Under authority delegated in 49 CFR part 1.95.

**Raymond R. Posten,**

*Associate Administrator for Rulemaking.*

[FR Doc. 2015-05831 Filed 3-13-15; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF THE TREASURY**

**Office of Foreign Assets Control**

**Imposition of Sanctions Pursuant to Executive Order 13687 on January 2, 2015**

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of 10 individuals and three entities whose property and interests in property are blocked pursuant to Executive Order 13687 of January 2, 2015, "Imposing Additional Sanctions With Respect To North Korea."

**DATES:** OFAC's actions described in this notice were effective January 2, 2015.

**FOR FURTHER INFORMATION CONTACT:** Associate Director for Global Targeting, tel.: 202/622-2420, Assistant Director for Sanctions Compliance & Evaluation, tel.: 202/622-2490, Assistant Director for Licensing, tel.: 202/622-2480, Office of Foreign Assets Control, or Chief Counsel (Foreign Assets Control), tel.: 202/622-2410, Office of the General Counsel, Department of the Treasury (not toll free numbers).

**SUPPLEMENTARY INFORMATION:**

**Electronic and Facsimile Availability**

The SDN List and additional information concerning OFAC sanctions programs are available from OFAC's Web site ([www.treas.gov/ofac](http://www.treas.gov/ofac)). Certain general information pertaining to OFAC's sanctions programs is also available via facsimile through a 24-hour fax-on-demand service, tel.: 202/622-0077.

**Notice of OFAC Actions**

On January 2, 2015, OFAC blocked the property and interests in property of the following 10 individuals and three entities pursuant to E.O. 13687, "Imposing Additional Sanctions With Respect To North Korea":

*Individuals*

1. JANG, Song Chol; DOB 12 Mar 1967; nationality Korea, North; KOMID representative in Russia (individual) [DPRK2].
2. JANG, Yong Son; DOB 20 Feb 1957; nationality Korea, North; KOMID Representative in Iran (individual) [DPRK2].
3. KANG, Ryong; DOB 21 Aug 1968; nationality Korea, North; KOMID official in Syria (individual) [DPRK2].
4. KIL, Jong Hun; DOB 20 Feb 1972; nationality Korea, North; Passport

472410022; KOMID Representative in Namibia (individual) [DPRK2].

5. KIM, Kwang Chun; DOB 20 Apr 1967; Korea Ryungseng Trading Corporation Representative in Shenyang, China (individual) [DPRK2].
6. KIM, Kwang Yon; DOB 30 Jul 1966; nationality Korea, North; Passport 563210059 (individual) [DPRK2].
7. KIM, Kyu; DOB 30 Jul 1968; nationality Korea, North; KOMID External Affairs Officer (individual) [DPRK2].
8. KIM, Yong Chol; DOB 18 Feb 1962; nationality Korea, North; KOMID Representative in Iran (individual) [DPRK2].
9. RYU, Jin; DOB 07 Aug 1965; nationality Korea, North; Passport 563410081; KOMID official in Syria (individual) [DPRK2].
10. YU, Kwang Ho; DOB 18 Oct 1956; nationality Korea, North (individual) [DPRK2].

*Entities*

1. RECONNAISSANCE GENERAL BUREAU (a.k.a. CHONGCH'AL CH'ONGGUK; a.k.a. KPA UNIT 586; a.k.a. "RGB"), Hyongjesan-Guyok, Pyongyang, Korea, North; Nungrado, Pyongyang, Korea, North [DPRK]. -to- RECONNAISSANCE GENERAL BUREAU (a.k.a. CHONGCH'AL CH'ONGGUK; a.k.a. KPA UNIT 586; a.k.a. "RGB"), Hyongjesan-Guyok, Pyongyang, Korea, North; Nungrado, Pyongyang, Korea, North [DPRK].
2. KOREA MINING DEVELOPMENT TRADING CORPORATION (a.k.a. CHANGGWANG SINYONG CORPORATION; a.k.a. EXTERNAL TECHNOLOGY GENERAL CORPORATION; a.k.a. KOREA KUMRYONG TRADING COMPANY; a.k.a. NORTH KOREAN MINING DEVELOPMENT TRADING CORPORATION; a.k.a. "KOMID"), Central District, Pyongyang, Korea, North [NPWMD]. -to- KOREA MINING DEVELOPMENT TRADING CORPORATION (a.k.a. CHANGGWANG SINYONG CORPORATION; a.k.a. DPRKN MINING DEVELOPMENT TRADING COOPERATION; a.k.a. EXTERNAL TECHNOLOGY GENERAL CORPORATION; a.k.a. KOREA KUMRYONG TRADING COMPANY; a.k.a. KOREAN MINING AND INDUSTRIAL DEVELOPMENT CORPORATION; a.k.a. NORTH KOREAN MINING DEVELOPMENT TRADING CORPORATION; a.k.a. "KOMID"),