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Decided: June 17, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2022-13670 Filed 6-24-22; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-0553; Summary Notice No. 2022-28]

Petition for Exemption; Summary of Petition Received; Trans Executive Airlines of Hawaii d/b/a Transair Express

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before July 18, 2022.

ADDRESSES: Send comments identified by docket number FAA-2022-0553 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in

Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Andrew Thai at (202) 267-0175, 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.

Timothy R. Adams,

Deputy Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2022-0553.

Petitioner: Trans Executive Airlines of Hawaii d/b/a Transair Express.

Section(s) of 14 CFR Affected: § 60.17.

Description of Relief Sought: Transair Express and several other operators continue to operate the SD3-60 aircraft, but there is only one remaining SD3-60 flight simulator in operation. Once withdrawn from operation, and without a suitable FAA-certified simulator available, FAA-certified SD3-60 operators would be forced to conduct required flight crew training onboard aircraft during flights. This situation would negatively impact aviation safety, increase public risk, and ultimately degrade readiness for U.S. and allied military customers. Transair Express therefore seeks an exemption from certain requirements of 14 CFR part 60 to enable the continuing qualification of the SD3-60 flight simulator and an extension of the time period allowed to requalify the simulator to March 31,

2023. The grant of this exemption will allow Transair Express and other SD3-60 operators to continue to provide training for their flight crews and provide access to training to other FAA-certified Shorts SD3-60 operators.

[FR Doc. 2022-13601 Filed 6-24-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-0527; Summary Notice No.—2022-27]

Petition for Exemption; Summary of Petition Received; Atlas Air, Inc.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before July 18, 2022.

ADDRESSES: Send comments identified by docket number FAA-2022-0527 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Sean O'Tormey at 202-267-4044, 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.

Timothy R. Adams,

Deputy Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2022-0527.

Petitioner: Atlas Air, Inc.

Section(s) of 14 CFR Affected: 121.368(h).

Description of Relief Sought:

Petitioner seeks an exemption from 14 CFR 121.368(h) so that it may maintain and update its maintenance provider list by listing all of its contract maintenance providers and the principal address where the contract maintenance provider performs maintenance, or is based in the case of contract flight mechanics, and all of the locations, by physical address or airport code, where maintenance is carried out for Atlas and a description of the type of maintenance, preventative maintenance, or alteration that is performed there.

[FR Doc. 2022-13600 Filed 6-24-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0106; Notice 2]

Daimler Vans USA, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Notice of petition denial.

SUMMARY: Daimler Vans USA, LLC, (Daimler Vans) on behalf of Daimler AG, has determined that certain model year (MY) 2016–2018 Mercedes-Benz Metris vans do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*. Daimler Vans filed a noncompliance report dated October 24, 2018, and later amended it on November 9, 2018. Daimler Vans also petitioned NHTSA on November 9, 2018, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces and explains the denial of Daimler Vans' petition.

FOR FURTHER INFORMATION CONTACT:

Ahmad Barnes, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), (202) 366-7236.

SUPPLEMENTARY INFORMATION:

I. Overview: Daimler Vans has determined that certain MY 2016–2018 Mercedes-Benz Metris vans do not fully comply with paragraphs S4.2.2.2 of FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less* (49 CFR 571.110). Daimler Vans filed a noncompliance report dated October 24, 2018, and later amended it on November 9, 2018, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Daimler Vans also petitioned NHTSA on November 9, 2018, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of Daimler Vans' petition was published with a 30-day public comment period, on September 16, 2019, in the **Federal Register** (84 FR 48702). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov>. Then follow the online search instructions to locate docket number "NHTSA-2018-0106."

II. Vehicles Involved: Approximately 24,438 MY 2016–2018 Mercedes-Benz Metris vans, manufactured between

June 1, 2016, and September 28, 2018, are potentially involved.

III. Noncompliance: Manufacturers are permitted to install passenger car tires on a multipurpose passenger vehicle (MPV), truck, bus, or trailer. However, when passenger car tires are used in one of these other light vehicle applications, paragraph S4.2.2.2 of FMVSS No. 110, provides that each tire's maximum load rating is to be reduced by dividing it by a factor of 1.10 before the manufacturer determines the maximum load ratings of the tires fitted to each axle. For the equipped tires on the Daimler Vans, the pre S4.2.2.2 adjustment tire specifications (based on a tire load rating with a load index of 101) yields a load capacity of 825 kg (1,818 pounds) per tire and 1,650 kg (3,637 pounds) per axle. Specifically, the subject vehicles were certified with a maximum load rating of 775 kg (1,708 pounds) per tire or 1,550 kg (3,417 pounds) combined per axle. However, after dividing each tire specification tire capacity value by 1.1 and thereby reducing the maximum load rating, the tires on the subject vehicles have an adjusted maximum load rating of 750 kg (1,653 pounds) per tire and 1,500 kg (3,307 pounds) per axle—values below the certified GAWR (Gross Axle Weight Rating) for the front and rear axles.

IV. Rule Requirements: Paragraphs S4.2.2.1 and S4.2.2.2 of FMVSS No. 110 include the requirements relevant to this petition. Section S4.2.2.1 requires the sum of the maximum load ratings of the tires fitted to an axle shall not be less than the GAWR of the axle system as specified on the vehicle's certification label required by 49 CFR part 567. Section S4.2.2.2, further requires that when passenger car tires are installed on an MPV, truck, bus, or trailer, each tire's load rating is reduced by dividing it by 1.10 before determining, under paragraph S4.2.2.1, the sum of the maximum load ratings of the tires fitted to an axle.

V. Summary of Daimler Van's Petition: The following views and arguments presented in this section, "V. Summary of Daimler Vans' Petition," are the views and arguments provided by Daimler Vans and do not reflect the views of the Agency. In its petition, Daimler Vans describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety for the following reasons:

1. There is no safety risk posed with this noncompliance because the tires are designed to carry significantly more than the GAWR listed on the certification label.