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FOR FURTHER INFORMATION CONTACT: Frances Shaver, ARM-200, (202) 267-4059, FAA, Office of Rulemaking, 800 Independence Ave., SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 12, 2011.

Dennis R. Pratte,

Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2011-0125.

Petitioner: Pennsylvania State Police.

Section of 14 CFR Affected: § 43.3.

Description of Relief Sought:

Pennsylvania State Police requests relief from § 43.3. If granted, would allow Pennsylvania State Police to remove and reinstall the Gyrocam camera on its Cessna 206H airplane, N193P, in the absence of a FAA licensed technician.

[FR Doc. 2011-21007 Filed 8-16-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Release of Federally Obligated Property at Hartsfield-Jackson Atlanta International Airport, College Park, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the City of Atlanta, Department of Aviation to waive the requirement that a 4.5-acre parcel of federally obligated property, located at the Hartsfield-Jackson Atlanta International Airport; be used for aeronautical purposes.

DATES: Comments must be received on or before September 16, 2011.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Attn: Aimee A. McCormick, Program Manager, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Louis Miller, Aviation General Manager at Hartsfield-Jackson Atlanta International Airport to the following address: City of Atlanta, Department of Aviation, P.O. Box 20509, College Park, GA 30320-2509.

FOR FURTHER INFORMATION CONTACT: Aimee McCormick, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7143. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the City of Atlanta, Department of Aviation to release 4.50 acres of federally obligated property at Hartsfield-Jackson Atlanta International Airport. The property will be released from federal obligation so that it may be purchased and developed for compatible land uses. The net proceeds from the sale of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the City of Atlanta, Department of Aviation:

Issued in Atlanta, Georgia, on August 10, 2011.

Scott L. Seritt,

Manager, Atlanta Airports, District Office Southern Region.

[FR Doc. 2011-20749 Filed 8-16-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of motor vehicle defect petition.

SUMMARY: This document denies a March 2, 2010 petition from Fred and Susan Maynard of Williamsburg, Virginia, requesting that the agency open an investigation into the "air bag systems failure" that they experienced in their model year (MY) 2008 Toyota Corolla. After reviewing the petition and other information, NHTSA has concluded that further investigation of MY 2008 Toyota Corolla vehicles is unlikely to result in a determination

that a safety-related defect exists. The agency accordingly denies the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Lee, Vehicle Integrity Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue, SE., Washington, DC 20590. *Telephone:* (202) 366-5236.

SUPPLEMENTARY INFORMATION:

Alleged Problem

The petitioners allege that the frontal air bags in their Toyota Corolla failed to deploy during a crash into a deer, while the vehicle was traveling at 55 mph. The petitioners believe the vehicle is defective because the air bags did not deploy during the crash. As described by the petitioners, neither the driver nor the front passenger sustained a significant injury in the crash. It appears that the deer impacted the front left area of the vehicle, causing the hood and left front fender to be displaced rearward.¹ This resulted in deformation to the soft structural material (sheet metal) above the vehicle sub-frame.

Air Bag Deployments

There are a number of important aspects to vehicle design. One is the vehicle structure, including crush zones. Another is the vehicle's air bag system, which by design discriminates between crashes that warrant air bag deployment and those that do not. To do this, current air bag systems sense vehicle deceleration, defined as the change in vehicle speed over a given period of time, then through the use of a microprocessor makes a careful assessment of the deceleration.² Overall, the objective of the air bag system is to prevent injuries and deaths in crashes. In a minor crash, an air bag deployment may not be warranted, and in fact, may present an additional hazard to the occupants. Therefore, the system may not initiate air bag deployments in minor crashes.

Due to the very low mass of a deer relative to a Toyota Corolla and the fact that the impact occurred above the vehicle's sub-frame, it appears that in this case, the deer impact did not slow

¹ This is based on an assessment of the vehicle damage shown in a photograph provided by the petitioners.

² For each model of light vehicle, the decision of whether or not to deploy the front air bags is based on two deceleration thresholds; a lower threshold below which the air bags must not deploy, and a slightly higher threshold above which the air bags must deploy. This results in a narrow range of deceleration between the lower and upper thresholds where the air bags, by design, may or may not deploy. This range is carefully chosen by the vehicle manufacturer so as to meet all regulatory requirements as well as minimize occupant hazard due to air bag deployment.