http://www.regulations.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.
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
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. Serritt,
Manager, Atlanta Airports, District Office
Southern Region.
[FR Doc. 2011–20749 Filed 8–16–11; 8:45 am]
BILLING CODE 4910–13–P
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 crash
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.