will need to provide the information once at the time of the request for the waiver. If granted, operational waivers may be valid for up to four (4) years.

Estimated Average Burden per Response: 30 minutes. The FAA estimates 1.3 responses per respondent.  

Estimated Total Annual Burden: 0.65 hours per respondent, for a total of 5,222 hours.

Issued in Washington, DC, on September 30, 2020.

Dwayne C. Morris,  
Project Manager, Flight Standards Service,  
General Aviation and Commercial Division.

[FR Doc. 2020–22003 Filed 10–5–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration  
[Docket No. NHTSA–2019–0095; NHTSA–2019–0134; Notice 1]

Specialty Tires of America, Inc.,  
Receipt of Petitions for Decision of Inconsequential Noncompliance

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

ACTION: Receipt of petitions.

SUMMARY: Specialty Tires of America, Inc. (STA) has determined that certain STA light truck tires do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 119, New Pneumatic Tires for Motor Vehicles with a GVWR of More than 4,536 kilograms (10,000 pounds) and Motorcycles (49 CFR 571.119) or paragraphs S5.5(e) and (f) of FMVSS No. 139, New Pneumatic Radial Tires for Light Vehicles (49 CFR 571.139). STA filed noncompliance reports dated August 27, 2019, November 15, 2019, and November 18, 2019, pursuant to 49 CFR part 573, Defect and Noncompliance Responsibility and Reports. STA also petitioned NHTSA on September 16, 2019, and December 13, 2019, and later amended the former on March 3, 2020, 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.

This notice of receipt, of STA’s petitions, is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercises of judgment concerning the merits of the petitions.

II. Tires Involved

Approximately 5,489 of the following STA light truck tires, manufactured between January 1, 2009, and October 27, 2019, and certified to FMVSS No. 119, are potentially involved:  
• 8–17.5 LT STA Super Traxion  
• 8–17.5 STA Super Transport  
• 8–14.5LT G/14 STA Super Transport  
• 8–14.5LT F 12 STA Super Transport  
• 7.50–18 STA Super Traxion  
• 7.50–17 STA Super Transport  
• 10.00–20 STA Super Transport

Approximately 2,887 of the following STA light truck tires, manufactured between February 2, 2014, and September 1, 2019, and certified to FMVSS No. 139, are potentially involved:  
• 37x12.50R20LT Interco SSR  
• 37x12.50R17LT Interco SSR  
• 35x12.50–16LT Interco Thorbird  
• 33x13.50R17LT Interco Irok

III. Noncompliance

STA explains that in both cases, the noncompliance is that the sidewalls of the subject tires incorrectly state the ply material and number of plies and, therefore, do not meet the applicable requirement specified in either paragraph S6.5 of FMVSS No. 119 or paragraphs S5.5(e) and (f) of FMVSS No. 139.

I. Overview

STA has determined that certain STA light truck tires do not fully comply with paragraph S6.5(f) of FMVSS No. 119, New Pneumatic Tires for Motor Vehicles with a GVWR of More than 4,536 kilograms (10,000 pounds) and Motorcycles (49 CFR 571.119) or paragraphs S5.5(e) and (f) of FMVSS No. 139, New Pneumatic Radial Tires for Light Vehicles (49 CFR 571.139). STA filed noncompliance reports dated August 27, 2019, November 15, 2019, and November 18, 2019, pursuant to 49 CFR part 573, Defect and Noncompliance Responsibility and Reports.

The following table summarizes the information provided in the petitions.

<table>
<thead>
<tr>
<th>Tire Type</th>
<th>Number of Tires</th>
</tr>
</thead>
<tbody>
<tr>
<td>8–17.5 LT STA Super Traxion</td>
<td>5,489</td>
</tr>
<tr>
<td>8–17.5 STA Super Transport</td>
<td>5,489</td>
</tr>
<tr>
<td>8–14.5LT G/14 STA Super Transport</td>
<td>2,887</td>
</tr>
<tr>
<td>8–14.5LT F 12 STA Super Transport</td>
<td>2,887</td>
</tr>
<tr>
<td>7.50–18 STA Super Traxion</td>
<td>2,887</td>
</tr>
<tr>
<td>7.50–17 STA Super Transport</td>
<td>2,887</td>
</tr>
<tr>
<td>10.00–20 STA Super Transport</td>
<td>2,887</td>
</tr>
</tbody>
</table>

The documents may also be viewed on the internet at https://www.regulations.gov, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

When the petitions are granted or denied, notice of the decision will also be published in the Federal Register pursuant to the authority indicated at the end of this notice.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at https://www.regulations.gov by following the online instructions for accessing the docket. The docket ID number for this petition is shown in the heading of this notice.

DOT’s complete Privacy Act Statement is available for review in a Federal Register notice published on April 11, 2000, (65 FR 19477–78).

SUPPLEMENTARY INFORMATION:
139. Specifically, the subject tires were incorrectly marked in the following ways:

- **8–17.5LT STA Super Traxion**
  Sidewall marked as Tread: 6 Ply Nylon, Sidewall: 4 Ply Nylon
  Correct marking should be: Tread: 4 Ply Nylon, Sidewall: 4 Ply Nylon

- **8–17.5 STA Super Transport**
  Sidewall marked as Tread: 6 Ply Nylon, Sidewall: 4 Ply Nylon
  Correct marking should be: Tread: 4 Ply Nylon, Sidewall: 4 Ply Nylon

- **9–14.5LT G/14STA Super Transport**
  Sidewall marked as Tread: 6 Ply Nylon, Sidewall: 6 Ply Nylon
  Correct marking should be: Tread: 8 Ply Nylon, Sidewall: 6 Ply Nylon

- **8–14.5LT F 12 STA Super Transport**
  Sidewall marked as Tread: 6 Ply Nylon, Sidewall: 6 Ply Nylon
  Correct marking should be: Tread: 8 Ply Nylon, Sidewall: 6 Ply Nylon

- **33x13.50R17LT Interco Irok**
  Sidewall marked as Tread: 3 Poly + 2 Steel + 1 Nylon, Sidewall: 2 Poly
  Correct marking should be: Tread: 2 Poly + 2 Steel + 1 Nylon, Sidewall: 2 Poly

- **35x12.50–17LT Intecoo SSR**
  Sidewall marked as Tread: 3 Poly + 2 Steel + 1 Nylon, Sidewall: 3 Poly
  Correct marking should be: Tread: 2 Poly + 2 Steel + 1 Nylon, Sidewall: 2 Poly

- **33x12.50R17LT Interco Irok**
  Sidewall marked as Tread: 3 Poly + 2 Steel + 1 Nylon, Sidewall: 3 Poly
  Correct marking should be: Tread: 2 Poly + 2 Steel + 1 Nylon, Sidewall: 2 Poly

**IV. Rule Requirements**

Paragraph S6.5(f) of FMVSS No. 119 requires that each tire shall be marked on each sidewall with the actual number of plies and the composition of the ply cord material in the sidewall and, if different, in the tread area. Paragraphs S5.5(e) and (f) of FMVSS No. 139 require that each tire must be marked on one sidewall with the generic name of each cord material used in the plies and, if different, in the tread area of the tire, the actual number of plies in the sidewall, and the actual number of plies in the tread area, if different.

**V. Summary of STA’s Petitions**

The following views and arguments presented in this section. “V. Summary of STA’s Petitions,” are the views and arguments provided by STA. They have not been evaluated by the Agency and do not reflect the views of the Agency. STA described the subject noncompliances and stated that the noncompliances are inconsequential as they relate to motor vehicle safety. In support of its petitions, STA offers the following reasoning:

1. The subject tires were manufactured as designed and meet or exceed all other marking and performance requirements of FMVSS No. 119 or 139, as applicable.

2. The noncompliance is not a safety concern, having no effect on operation of the tire and no impact on the retreading, repairing, or recycling industries.

3. All the tires in inventory and the mold information are being corrected in the following areas:
  - Tread: 2 Poly
  - Sidewall: 6 Ply Nylon
  - Sidewall: 3 Poly
  - Sidewall: 2 Poly

4. STA stated that they are not aware of any warranty claims, adjustments, field reports, customer complaints, legal claims, or any incidents, accidents, or injuries related to the subject condition.

5. STA says that NHTSA has granted a number of similar petitions relating to incorrectly identifying the actual number of plies in the tread area. STA went on to cite the following petitions in which the Agency has previously granted:

STA concludes by again contending that the subject noncompliances are inconsequential as they relate to motor vehicle safety, and that its petitions to be exempted from providing notification of the noncompliances, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on these petitions only apply to the subject tires that STA no longer controlled at the time it determined that the noncompliances existed. However, any decision on these petitions does not relieve tire distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires under their control after STA notified them that the subject noncompliances existed.

**Authority:** 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8.

Otto G. Matheke III,
Director, Office of Vehicle Safety Compliance.

[FR Doc. 2020–22021 Filed 10–5–20; 8:45 am]

BILLING CODE 4910–59–P

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**DEPARTMENT OF THE TREASURY**

**Interest Rate Paid on Cash Deposited To Secure U.S. Immigration and Customs Enforcement Immigration Bonds**

**AGENCY:** Departmental Offices, Treasury.

**ACTION:** Notice.

**SUMMARY:** For the period beginning October 1, 2020, and ending on December 31, 2020, the U.S. Immigration and Customs Enforcement Immigration Bond interest rate is 0.11 per centum per annum.