

7.5000 mgd; Approval Date: September 30, 2021.

29. Chesapeake Appalachia, L.L.C.; Pad ID: C09–Q; ABR–201109035.R2; Tuscarora Township, Bradford County, Pa.; Consumptive Use of Up to 7.5000 mgd; Approval Date: September 30, 2021.

30. Seneca Resources Company, LLC; Pad ID: C09–Q; ABR–202109002; Shippen Township, Cameron County, Pa.; Consumptive Use of Up to 4.0000 mgd; Approval Date: September 30, 2021.

31. Seneca Resources Company, LLC; Pad ID: DCNR Tract 595 Pad F; ABR–201008044.R2; Bloss Township, Tioga County, Pa.; Consumptive Use of Up to 4.0000 mgd; Approval Date: September 30, 2021.

32. Blackhill Energy LLC; Pad ID: STAHL 1H; ABR–201107021.R2; Chapman Township, Clinton County, Pa.; Consumptive Use of Up to 4.0000 mgd; Approval Date: September 30, 2021.

33. Repsol Oil & Gas USA, LLC; Pad ID: NOBLE (03 029) S; ABR–201007011.R2; Wells Township, Bradford County, Pa.; Consumptive Use of Up to 6.0000 mgd; Approval Date: September 30, 2021.

34. Repsol Oil & Gas USA, LLC; Pad ID: THORP (03 049) D; ABR–201007082.R2; Wells Township, Bradford County, Pa.; Consumptive Use of Up to 6.0000 mgd; Approval Date: September 30, 2021.

Authority: Pub. L. 91–575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: October 18, 2021.

Jason E. Oyler,

General Counsel and Secretary to the Commission.

[FR Doc. 2021–22978 Filed 10–20–21; 8:45 am]

BILLING CODE 7040–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee: Notice of Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC).

DATES: The November 5, 2021 meeting will be held from 9:00 a.m. to 4:15 p.m.

Requests to attend the virtual meeting must be received by November 3, 2021.

Requests for accommodations to a disability must be received by November 3, 2021.

Requests to speak during the meeting must be submitted to the Department of Transportation (DOT) by November 2, 2021 and include a written copy of the speaker's remarks. Registrants in the Zoom meeting room will have the opportunity to interact directly with committee members.

Requests to submit written materials to be reviewed during the meeting must be received by DOT no later than November 2, 2021.

ADDRESSES: The meeting will be an internet-only meeting. No physical meeting is planned. Instructions on how to attend the meeting, copies of meeting minutes, and a detailed agenda will be posted on the COMSTAC website at: https://www.faa.gov/space/additional_information/comstac/.

FOR FURTHER INFORMATION CONTACT:

James Hatt, Designated Federal Officer, U.S. Department of Transportation, at james.a.hatt@faa.gov, (202) 549–2325. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The Commercial Space Transportation Advisory Committee was created under the Federal Advisory Committee Act (FACA), in accordance with Public Law 92–463. Since its inception, COMSTAC has provided information, advice, and recommendations to DOT through FAA regarding technology, business, and policy issues relevant to oversight of the U.S. commercial space transportation sector.

II. Proposed Agenda

DOT/FAA Welcome Remarks
VIP Remarks
FAA Updates
Review of Tasks Assigned at Previous Meetings¹/COMSTAC Final Recommendations
Public Comment
Future COMSTAC Business

III. Public Participation

The meeting listed in this notice will be open to the public. DOT is committed to providing equal access to this meeting for all participants. If you need alternative formats or services

¹ Current COMSTAC Tasks can be found at: https://www.faa.gov/space/additional_information/comstac/media/COMSTAC_March_2021_revised_Task_List_16_April.pdf.

because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

There will be at least thirty minutes allotted for oral comments from members of the public joining a COMSTAC meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the FAA Office of Commercial Space Transportation may conduct a lottery to determine which registrants will have the opportunity to speak. Speakers are requested to submit a written copy of their prepared remarks for inclusion in the meeting records and for circulation to COMSTAC members. All prepared remarks submitted on time will be accepted and considered as part of the record. Any member of the public may present a written statement to the committee at any time.

Issued in Washington, DC, this 18th day of October, 2021.

Dated: October 18, 2021.

James A. Hatt,

Designated Federal Officer, Commercial Space Transportation Advisory Committee, Federal Aviation Administration, Department of Transportation.

[FR Doc. 2021–22993 Filed 10–20–21; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2010–0028]

CSX Transportation's Request for Testing Approval on Its Certified Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that on August 22, 2021, CSX Transportation (CSX) submitted its Test Request for Trip Optimizer Air Brake Control (TO Air Brake Control), Revision 1, dated August 22, 2021, to FRA. CSX asks FRA to approve its Test Request so that it may test its TO Air Brake Control on

track that has been equipped with positive train control (PTC).

DATES: FRA will consider comments received by December 20, 2021 before taking final action on the Test Request. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES: All comments concerning this proceeding should identify the agency name and Docket Number FRA–2010–0028, and may be submitted on <http://www.regulations.gov>. Follow the online instructions for submitting comments. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/train-control/ptc/ptc-annual-and-quarterly-reports>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: On June 21, 2021, FRA certified CSX's Interoperable Electronic Train Management System (I–ETMS) PTC system per Title 49 Code of Federal Regulations (CFR) Section 236.1015. Pursuant to 49 CFR 236.1035, CSX must request FRA approval of any regression testing of a certified PTC system that is conducted on the general rail system. See 49 CFR 236.1035(a). CSX's Test Request describes the level of testing of its TO Air Brake Control required to confirm that the air brake control feature design, implementation, and safety mitigations comply with the document requirements outlined in the I–ETMS Onboard Segment Requirements Specifications.

CSX's Test Request are available for review online at www.regulations.gov (Docket No. FRA–2010–0028). Interested parties are invited to comment on the Test Request by submitting written comments or data. During its review of the Test Request, FRA will consider any comments or data submitted. 49 CFR 236.1011(e). However, FRA may elect not to respond to any particular comment and, under 49 CFR 236.1009(d)(3), FRA maintains the authority to approve or disapprove the Test Request at its sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including

any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov. To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2021–22911 Filed 10–20–21; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2017–0039; Notice 2]

Ride the Ducks International, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Denial of petition.

SUMMARY: Ride the Ducks International, LLC (RTDI), has determined that certain model year (MY) 1996–2014 RTDI Stretch Amphibious passenger vehicles (APVs) do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 113, *Hood Latch System*, and FMVSS No. 302, *Flammability of Interior Materials*. RTDI filed a noncompliance information report dated March 15, 2017. RTDI also petitioned NHTSA on April 12, 2017, for a decision that the subject noncompliances are inconsequential as they relate to motor vehicle safety. This document announces the denial of RTDI's petition.

FOR FURTHER INFORMATION CONTACT:

Abraham Diaz at (202) 366–5310 regarding FMVSS No. 302, and Neil Dold at (202) 366–7352 regarding FMVSS No. 113; Office of Vehicle Safety Compliance, NHTSA, facsimile (202) 366–5930.

SUPPLEMENTARY INFORMATION:

I. Overview: RTDI has determined that certain MY 1996–2014 RTDI APVs do not fully comply with paragraph S4.2 of

FMVSS No. 113, *Hood Latch System* (49 CFR 571.113), and paragraph S2 of FMVSS No. 302, *Flammability of Interior Materials* (49 CFR 571.302). RTDI filed a noncompliance information report dated March 15, 2017 pursuant to 49 CFR 573, *Defect and Noncompliance Responsibility and Reports*. RTDI also petitioned NHTSA on April 12, 2017, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, for an exemption from the notification and remedy requirements of 49 U.S.C. chapter 301 on the basis that these noncompliances are inconsequential as they relate to motor vehicle safety.

Notice of receipt of the petition was published in the **Federal Register** (82 FR 43452) with a 30-day public comment period, on September 15, 2017. No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2017–0039.”

II. Vehicles Involved: Approximately 105 MY 1996–2014 RTDI Stretch APVs, manufactured between January 1, 1996 and December 31, 2014 are potentially involved.

III. Noncompliances: RTDI explained that the noncompliances are that the subject vehicles were not equipped with a secondary hood latch system, as required by paragraph S4.2 of FMVSS No. 113, and that there are interior components and materials that do not conform to the burn rate requirements of paragraph S2 of FMVSS No. 302.

IV. Rule Requirements: Requirements from FMVSS No. 113 and 302 are relevant to this petition. Specifically, paragraph S4.2 of FMVSS No. 113 requires that a front opening hood which, in any open position, partially or completely obstructs a driver's forward view through the windshield must be provided with a second latch position on the hood latch system or with a second hood latch system. Paragraphs S2 and S4 of FMVSS No. 302 explain that the purpose of FMVSS No. 302 is to reduce the deaths and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes. FMVSS No. 302 lists the components of vehicle occupant compartments that shall meet the burn rate requirements of the standard and specifies the maximum allowable burn rate of material under specified test conditions.

V. Summary of RTDI's Petition: RTDI states that it began to produce APVs in