

[www.stb.gov](http://www.stb.gov). A recording of the public commentary phase of the hearing, the conference, and the evidentiary phase of the hearing, as well as a transcript of each, will be posted on the Board's website when they become available.

*It is ordered:*

1. A public hearing in this proceeding will commence on February 15, 2022. All portions of the hearing taking place on February 15, 2022, and February 16, 2022, will be held online using video conferencing.

2. By February 7, 2022, any person who is not one of the Parties identified above and wishes to speak at the public portion of the hearing shall file with the Board a notice of intent to participate identifying the entity, if any, the person represents, the proposed speaker, and the amount of time requested, and also summarizing the key points that the speaker intends to address. Also by February 7, 2022, such persons shall submit, via email at [Hearings@stb.gov](mailto:Hearings@stb.gov), the email address of the speaker.

3. Notices of intent to participate will be posted to the Board's website and need not be served on any other persons or entities.

4. Counsel for Amtrak, CSXT, NSR, and the Port are directed to appear at a conference before the Board on February 16, 2022, at 9:30 a.m., or immediately following the conclusion of the public commentary phase of the hearing, whichever is later.

5. Amtrak, CSXT, NSR, and the Port are directed to appear at the evidentiary phase of the hearing before the Board beginning on March 9, 2022, at 9:30 a.m.

6. All evidence previously filed in this proceeding is accepted into the record.

7. This decision is effective on its service date.

8. This decision will be published in the **Federal Register**.

Decided: February 1, 2022.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

**Jeffrey Herzig,**

*Clearance Clerk.*

[FR Doc. 2022-02416 Filed 2-3-22; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2021-1086]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Aviation Maintenance Technician Schools; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice; correction.

**SUMMARY:** The FAA published a document in the **Federal Register** of November 23, 2021, concerning request for comments about the FAA's intention to request the Office of Management and Budget (OMB) approval to renew an information collection, in accordance with the Paperwork Reduction Act of 1995. The document was published with an incorrect docket number.

**FOR FURTHER INFORMATION CONTACT:** Tanya Glines by email at: [Tanya.glines@faa.gov](mailto:Tanya.glines@faa.gov); phone: 202-380-5896.

#### SUPPLEMENTARY INFORMATION:

*Correction:* In the **Federal Register** of November 23, 2021, FR Doc. 2021-25472, on page 66615, in the third column, correct the docket number to read:

[Docket No. FAA-2021-1086]

Issued in Washington, DC, on February 1, 2022.

**Tanya A. Glines,**

*Aviation Safety Inspector, FAA Safety Standards, Aircraft Maintenance Division.*

[FR Doc. 2022-02356 Filed 2-3-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0107 Notice 2]

#### Weldon, Denial of Petition for Decision of Inconsequential Noncompliance

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

**ACTION:** Denial of petition.

**SUMMARY:** Weldon, a Division of Akron Brass Company, has determined that certain backup lamps do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, *Lamps, Reflective Devices, and Associated Equipment*. Weldon filed a noncompliance report dated November 7, 2018, and subsequently petitioned

NHTSA on November 30, 2018, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the denial of Weldon's petition.

#### FOR FURTHER INFORMATION CONTACT:

Leroy Angeles, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), (202) 366-5304, [Leroy.Angeles@dot.gov](mailto:Leroy.Angeles@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Overview

Weldon has determined that certain backup lamps it manufactures do not fully comply with paragraph S14.4.1 of FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment* (49 CFR 571.108). Weldon filed a noncompliance report dated November 7, 2018, pursuant to 49 CFR part 556, *Defect and Noncompliance Responsibility and Reports*, and subsequently petitioned NHTSA on November 30, 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 Weldon's petition was published with a 30-day public comment period, on July 15, 2020, in the **Federal Register** (85 FR 42977). 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-2018-0107."

##### II. Equipment Involved

Approximately 6,315 rear combination lamps manufactured between June 6, 2018, and June 25, 2018, are potentially involved.

##### III. Noncompliance

Weldon explains that its subject rear combination lamp is noncompliant because its backup lamp does not meet the requirements for color as specified in paragraph S14.4.1 of FMVSS No. 108. Specifically, the subject backup lamp, when tested in accordance with the Tristimulus Method, fell outside the required boundaries for white light.

##### IV. Rule Requirements

Paragraphs S14.4.1, S14.4.1.4.2, and S14.4.1.4.2.3, of FMVSS No. 108 includes the requirements relevant to this petition. The color of a sample device must comply when tested by