

ADDRESSES: Send comments identified by docket number FAA–2015–2192 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations 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.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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: Keira Jones (202) 267–4025, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on July 14, 2015.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2015–2192.

Petitioner: William Robertson.

Section(s) of 14 CFR Affected: §§ 61.153(e), 61.165(f)(1), and (2).

Description of Relief Sought: William Robertson holds an airline transport pilot (ATP) certificate in the airplane category with a single engine class rating and seeks relief to add a multiengine class rating to his ATP certificate without complying with the training and knowledge testing

requirements. Based upon previous academic training, flight training, and professional pilot experience, the petitioner seeks exemption from § 61.153(e), which requires applicants seeking an ATP certificate in the airplane category with a multiengine class rating to complete the training required in § 61.156 before applying for the knowledge test required by § 61.153(g). In addition, the petitioner seeks exemption from §§ 61.165(f)(1) and (2), which require an applicant seeking to add a multiengine class rating to an ATP certificate with a single engine class rating to meet the eligibility requirements of § 61.153 and pass a knowledge test on the aeronautical knowledge areas of § 61.155(c) as applicable to multiengine airplanes.

[FR Doc. 2015–17611 Filed 7–16–15; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on the Route 624 Bridge Replacement Project in Virginia

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA.

SUMMARY: This notice announces actions taken by the FHWA that are final within the meaning of 23 U.S.C. 139(I)(1). The actions relate to the replacement of the Route 624, Morgan Ford Low Water Bridge over the Shenandoah River in the Warren County, Virginia. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(I)(1). A claim seeking judicial review of the Federal agency actions on the project will be barred unless the claim is filed on or before *August 3, 2015*.

Notwithstanding any other provision of law, a claim arising under Federal law seeking judicial review of a permit, license, or approval issued by a Federal agency for a highway or public transportation capital project shall be barred unless it is filed within 150 days after publication of a notice in the **Federal Register** announcing that the permit, license, or approval is final pursuant to the law under which the agency action is taken, unless a shorter time is specified in the Federal law pursuant to which judicial review is allowed.

FOR FURTHER INFORMATION CONTACT: Mr. Mack Frost, Planning and Environmental Specialist, Federal Highway Administration, 400 North 8th Street, Richmond, Virginia, 23219; telephone: (804) 775–3352; email: Mack.frost@dot.gov. The FHWA Virginia Division Office's normal business hours are 7:00 a.m. to 5:00 p.m. (Eastern Time). For the Virginia Department of Transportation: Mr. Robert Jones, 811 Commerce Road, Staunton, VA 24401; email: Rw.jones@vdot.virginia.gov; telephone: (540) 332–9101.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken final agency actions subject to 23 U.S.C. 139(I)(1) by issuing licenses, permits, and approvals for the following project in the State of Virginia: Replacement of the Route 624, Morgan Ford Low Water Bridge over the Shenandoah River. The project would involve constructing a new structure and approaches to carry two travel lanes. The actions taken by FHWA, and the laws under which such actions were taken, are described in the Categorical Exclusion (CE). The CE was approved on February 2, 2015. These documents and other project records are available by contacting FHWA or the Virginia Department of Transportation at the phone numbers and addresses provided above.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109 and 23 U.S.C. 128].

2. *Air:* Clean Air Act [42 U.S.C. 7401–7671(q)].

3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303].

4. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*].

5. *Social and Economic:* Farmland Protection Policy Act [7 U.S.C. 4201–4209].

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C 139(I)(1).

Issued On: July 10, 2015.

John Simkins,

Planning and Environment Team Leader.

[FR Doc. 2015-17569 Filed 7-16-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0159, Notice 2]

Decision That Nonconforming 2006–2010 BMW M3 Passenger Cars Are Eligible for Importation

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

ACTION: Grant of petition.

SUMMARY: This document announces a decision by the National Highway Traffic Safety Administration that certain 2006–2010 BMW M3 passenger cars (PCs) that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for sale in the United States that were certified by their manufacturer as complying with all applicable FMVSS (the U.S. certified version of the 2006–2010 BMW M3 PC), and they are capable of being readily altered to conform to the standards.

DATES: This decision became effective on July 13, 2015.

ADDRESSES: For further information contact George Stevens, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified as required under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As

specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

US Specs, of Havre de Grace, Maryland (Registered Importer 03-321), petitioned NHTSA to decide whether 2006–2010 BMW M3 PCs are eligible for importation into the United States. NHTSA published a notice of the petition on December 28, 2012 (77 FR 76598) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

Comments

On January 28, 2013, J.K. Technologies, LLC (JK), another Registered Importer, submitted comments on the petition. In its comments, JK expressed the belief that the petition contained several omissions and errors.

On May 20, 2013, US Specs responded, in part, to JK's comments by submitting to NHTSA a revised listing of parts associated with FMVSS No. 208 compliance.

On October 21, 2013, NHTSA informed US Specs by letter that the parts listing it submitted appeared to only partially address the comments made by JK. The agency offered US Specs the opportunity to further address JK's comments.

On December 2, 2013 US Specs submitted further comments and parts information to NHTSA.

A summary of JK's comments, US Specs' responses, and the conclusions that NHTSA has reached with regard to the issues raised by those parties is set forth below.

Comments, Conclusions and Conditions

JK commented that the software alterations necessary to conform the vehicles to FMVSS No. 114 *Theft Protection and Rollaway Prevention* may also require replacement of the CAS (theft prevention electronic control unit or "ECU") hardware because some versions of the European CAS units will not accept U.S.-model programming.

US Specs responded: "Each vehicle will need to be inspected on a case-by-case basis to see that they contain US parts. The US parts will be installed if not already so equipped. The Digital Motor Electronics and Car Access

System control unit will be replaced and programmed as necessary."

JK also commented that US Specs did not include in its description of modifications needed to conform the vehicles to FMVSS No. 208 *Occupant Crash Protection* the need to replace the following components with U.S.-model components: Driver's airbag, front acceleration sensors (including front body wiring harness and mounting hardware), front door sensors (including center body wiring harness and mounting hardware), and rear seat belts. JK also commented that the system ECU's will have to be reprogrammed and may require replacement.

US Specs responded by submitting additional parts lists and diagrams and by stating: "Each vehicle will need to be inspected on a case-by-case basis to see if they contain the US-model parts. The US-model parts will be installed if a vehicle is not already so equipped. The Digital Motor Electronics and Car Access System control units will also be replaced and reprogrammed as necessary."

JK also commented that in order for the vehicle to be conformed to FMVSS No. 301 *Fuel System Integrity*, the following U.S.-model parts would have to be substituted for those originally equipped on the vehicle: Fuel tank, filler neck, all fuel and vapor lines, and vapor storage canister.

US Specs responded by stating that BMW uses many of the same components for multiple vehicles worldwide. US Specs further stated that each vehicle will need to be inspected on a case by case basis to see if it contains the US-model parts and that US-model parts will be installed on vehicles not already so equipped. US Specs also provided additional parts lists and diagrams.

After reviewing the petition, JK's comments and US Specs' responses to those comments, NHTSA has concluded that the vehicles covered by the petition are capable of being readily altered to comply with all applicable FMVSS. However, in light of JK's comments and consistent with recent decisions that the agency has made in granting several import eligibility petitions for late-model vehicles (See Docket Numbers: NHTSA-2013-0107, NHTSA-2013-0108, and NHTSA-2014-0004), NHTSA has decided that an RI who imports or modifies the subject vehicles must include a detailed description of all modifications it makes to achieve conformity with applicable FMVSS in each statement of conformity with supporting documents (referred to as a "conformity package") it submits to NHTSA under 49 CFR part 592.6(d).