

Airports Division, ACE-620G 901
Locust Room 364, Kansas City, MO
64106, (816) 329-2603, amy.walter@faa.gov.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 1.92 acres of airport property at the Liberal Mid-America Regional Airport (LBL) under the provisions of 49 U.S.C. 47107(h)(2). The Airport Manager has requested from the FAA the release of a 1.92 acre parcel of airport property be released for sale to Charles Posl. The FAA determined the request to release and sell property at Liberal Mid-America Regional Airport (LBL) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

Liberal Mid-America Regional Airport (LBL) is proposing the release and sale of a 1.92 acre parcel of airport property. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the release of land and surface rights at the Liberal Mid-America Regional Airport (LBL) from the conditions of the AIP Grant Agreement Grant Assurances, but retaining the mineral rights. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value and the property will continue to be used as a mini-storage commercial business.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, request an appointment and inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Liberal Mid-America Regional Airport.

Issued in Kansas City, MO, on December 13, 2022.

James A. Johnson,
Director, FAA Central Region, Airports
Division.

[FR Doc. 2022-27462 Filed 12-16-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Recommendations From the Changed Product Rule (CPR) International Authorities Working Group (IAWG)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The FAA announces the availability of recommendations from the CPR IAWG. In December of 2020, Congress passed the Aircraft Certification, Safety, and Accountability Act (ACSAA). Section 117 of the ACSAA required the FAA to form an international team to address areas of concern related to the CPR. The CPR IAWG has recommended specific areas where engagement with the public would be beneficial and broaden the scope of the discussions to a wider audience. The FAA plans to solicit public input at a public meeting which will be announced in a future notice.

ADDRESSES: The CPR IAWG recommendations are available on the FAA's Information for Applicants and Design Approval Holders web page at https://www.faa.gov/aircraft/air_cert/design_approvals/dah.

FOR FURTHER INFORMATION CONTACT: Sue McCormick, Strategic Policy for Systems Standards, Aviation Safety, email 9-AVS-DAH-Info@faa.gov.

SUPPLEMENTARY INFORMATION: Section 117 of the Aircraft Certification Safety and Accountability Act (ACSAA) of 2020 (Pub. L. 116-260) directed the FAA to exercise leadership in the creation of international policies and standards related to the review and reevaluation of the issuance of amended type certificates. The FAA was directed to examine and address recommendations from the entities listed in Section 121(c)¹ of the ACSAA related to the issuance of amended type certificates; to reevaluate existing assumptions and practices inherent in the amended type certificate process and assess whether such assumptions and practices are valid; and ensure, to the greatest extent practicable, that Federal Regulations related to the issuance of amended type certificates

¹ The National Transportation Safety Board, the Joint Authorities Technical Review, the Inspector General of the Department of Transportation, the Safety Oversight and Certification Advisory Committee, or any special committee thereof, made recommendations in response to the accident of Lion Air flight 610 on October 29, 2018 and the accident of Ethiopian Airlines flight 302 on March 10, 2019.

are harmonized with the regulations of the other international states of design. The FAA initiated the CPR IAWG in June of 2021 and conducted a comprehensive study of the CPR process, including regulatory requirements (14 CFR 21.19 and 21.101) and guidance material, with international authorities² in parallel with an independent study per section 136 of the ACSAA.

The IAWG, after extensive in-depth discussions and research, proposes both rulemaking and guidance improvements for the CPR process. The IAWG identified areas where additional review is needed in order to achieve alignment to the fullest extent possible. The IAWG also recommends engagement with industry in specific areas for advice and additional information.

The FAA encourages industry review of the CRP IAWG recommendations. The FAA will be seeking public input and comments during a forthcoming public meeting regarding the recommendations.

Issued in Washington, DC, on December 12, 2022.

Victor Wicklund,

Acting Director, Policy and Innovation
Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Nos. NHTSA-2022-0071 and NHTSA-2022-0072; Notice 1]

Diono LLC, Receipt of Petitions for Decision of Inconsequential Noncompliance

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

ACTION: Receipt of petitions.

SUMMARY: Diono LLC, (Diono), has determined that certain models of its child restraint systems do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 213, *Child Restraint Systems*. Diono filed two noncompliance reports dated June 22, 2022, and later amended one of the reports on August 10, 2022. Diono subsequently petitioned NHTSA on July 21, 2022, and July 22, 2022, and later amended one of the petitions on August

² European Union Aviation Safety Agency, National Civil Aviation Agency of Brazil (ANAC), Transport Canada, Japan Civil Aviation Board, and Civil Aviation Administration of China.