

rail lines back from the Agencies to continue operations over them, including all common carrier service and maintenance of the tracks—the transaction at issue in this docket.

FGLK certifies that proposed transaction does not include an interchange commitment.

FGLK states that this transaction will not result in the creation of a Class II or Class I rail carrier, but that its projected revenues as a result of this transaction would exceed \$5 million. Accordingly, under 49 CFR 1150.42(e), FGLK is required, at least 60 days before this exemption is to become effective, to send notice of the transaction to the national offices of the labor unions with employees on the affected lines, post a copy of the notice at the workplace of the employees on the affected lines, and certify to the Board that it has done so. FGLK, however, has filed a petition for waiver of this 60-day advance labor notice requirement, asserting that there will be no changes for employees working on the rail lines because FGLK already operates the rail lines and will continue to be the sole common carrier operator of the rail lines. FGLK's waiver request will be addressed in a separate decision.

FGLK states that the parties intend to consummate the transaction no sooner than May 12, 2016, the effective date of the exemption (30 days after the verified notice was filed), and only after the Board has ruled on the motion to dismiss in Docket No. FD 36011. The Board will establish in the decision on the waiver request the earliest date this transaction can be consummated.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than May 5, 2016 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 36021, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hocky, Clark Hill PLC, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

According to FGLK, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: April 25, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Brendetta S. Jones,
Clearance Clerk.

[FR Doc. 2016-09950 Filed 4-27-16; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development Advisory Committee Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of the Research, Engineering & Development Advisory Committee meeting.

DATES: The meeting will be held on May 26, 2016—9:00 a.m. to 4:30 p.m.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue SW., Round Room (10th Floor), Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Chinita A. Roundtree-Coleman at (609) 485-7149 or Web site at chinita.roundtree-coleman@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Research, Engineering and Development (RE&D) Advisory Committee. The meeting agenda will include receiving from the Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy. Attendance is open to the interested public but seating is limited. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to attend the meeting, present statements, or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC, on April 17, 2016.

Chinita A. Roundtree-Coleman,
Computer Specialist.

[FR Doc. 2016-10010 Filed 4-27-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA-2016-4756]

Reduction of Remote Communications Outlets Used by Flight Service Stations in the Conterminous United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy.

SUMMARY: The FAA is proposing to reduce the number of radio frequencies used by flight service stations to communicate with aircraft in flight. Under the proposal, six hundred and sixty-six (666) remote communications outlets (RCOs) will be decommissioned. Frequencies especially designated for emergency or military use are not included in this proposal. Frequencies in the state of Alaska are also not included in this proposal.

DATES: Submit comments on or before June 27, 2016.

ADDRESSES: You may send comments identified by docket number FAA-2016-4756 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 www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at 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 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:

Alan Wilkes, Manager, Flight Service National Efficient Streamlined Services (FSNESS) Initiative, Operations and Implementation, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-7771; Fax (202) 267-6310; email Alan.Wilkes@faa.gov. Jeff Black, Quality Assurance Evaluator, Flight Services Program Operations; telephone (940) 584-0409; email Jeff.Black@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The Federal Aviation Administration maintains a network of over 2,100 remote communications outlets (RCOs) throughout the conterminous United States, Hawaii and Puerto Rico. The RCOs are used by its contract service provider, Lockheed Martin Flight Services (LMFS), to communicate with pilots in flight. Pilots can obtain weather briefings, file flight plans and receive numerous other services by using these frequencies.

The frequency infrastructure currently in use was developed nearly 50 years ago, with little or no modifications since. In 2005, LMFS took over flight service operations at 58 locations in the Conterminous United States (CONUS), Puerto Rico, and Hawaii. In doing so, it inherited a vast network of 2,162 frequencies used to provide a variety of services. For example, 347 frequencies are designated for emergency use only and 194 frequencies are designated for military use only. These 541 frequencies are not being considered for removal. The remaining 1,621 frequencies can be divided into two groups.

(1) Remote communications outlets in which aircraft can contact a flight service station by transmitting and receiving on a common or discrete frequency, for example, 122.2, 122.5, etc. There are 1,223 RCOs in the CONUS.

(2) Frequencies that are co-located with navigational aids known as VORs in which aircraft can contact flight service by transmitting on a frequency (usually 122.1) and receiving on the appropriate VOR frequency. There are 398 VOR frequencies in the CONUS.

The 1,621 frequencies cover a vast majority of the conterminous United States and include duplicate, overlapping and seldom used frequencies. Last year, FAA contracted the MITRE Corporation to study the areas covered by RCO and VOR frequencies for possible removal

without significantly impacting the area of coverage. The study concluded that as many as 666 frequencies could be removed and still provide 99–100% coverage at 5,000 feet; 98–100% coverage at 3,000 feet; and 93–100% coverage at 1,000 feet.

The FAA proposes to begin decommissioning 666 remote communications outlets in the Conterminous United States, Puerto Rico, and Hawaii in late 2017. Several types of frequencies are *not* considered a part of this proposal: Frequencies especially designated for emergency or military use; frequencies in the state of Alaska; and Ground Communications Outlets (frequencies used by pilots while still on the ground).

By reducing radio coverage, the Agency estimates that it can save approximately \$2.5 million annually in maintenance costs alone. Additionally, more savings will be realized once property leases are terminated and voice-switch communications infrastructure is decreased.

By soliciting comment to this notice, the FAA seeks to address public concerns and will consider any comments in determining whether to change the policy.

Applicability

A link to the frequencies proposed for decommissioning can be found here: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/media/RCO_Master_List.pdf.

Also, a link to maps showing frequency coverage throughout the United States at various altitudes, with percentages of coverage can be found here: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/media/Radio_Reduction_Fed_Reg.pdf.

II. Additional Information

A. Comments Invited

The FAA invites interested persons to participate in this notice by submitting written comments, data, or views. The agency also invites comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the notice in this document. The most helpful comments reference a specific portion of the notice, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one time.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this action. Before acting on this notice, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The agency may change this notice in light of the comments it receives.

Proprietary or Confidential Business Information: Do not file proprietary or confidential business information in the docket. Such information must be sent or delivered directly to the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this document, and marked as proprietary or confidential. If submitting information on a disk or CD-ROM, mark the outside of the disk or CD-ROM, and identify electronically within the disk or CD-ROM the specific information that is proprietary or confidential.

Under 14 CFR 11.35(b), if the FAA is aware of proprietary information filed with a comment, the agency does not place it in the docket. It is held in a separate file to which the public does not have access, and the FAA places a note in the docket that it has received it. If the FAA receives a request to examine or copy this information, it treats it as any other request under the Freedom of Information Act (5 U.S.C. 552). The FAA processes such a request under Department of Transportation procedures found in 49 CFR part 7.

B. Availability of Documents

An electronic copy of rulemaking documents may be obtained from the Internet by—

1. Searching the Federal eRulemaking Portal (<http://www.regulations.gov>);
2. Visiting the FAA's Regulations and Policies Web page at http://www.faa.gov/regulations_policies or
3. Accessing the Government Printing Office's Web page at <http://www.gpo.gov/fdsys/>.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-9680. Commenters must identify the docket or amendment number of this notice.

All documents the FAA considered in developing this notice, including economic analyses and technical reports, may be accessed from the Internet through the Federal eRulemaking Portal referenced in item (1) above.

Issued in Washington, DC, on April 20, 2016.

Steven Villanueva,

Acting Director of Flight Service.

[FR Doc. 2016-09992 Filed 4-27-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2016-0012]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by June 27, 2016.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 2016-0012 by any of the following methods:

Web Site: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mark Ferroni, 202-366-3233, or Aileen Varela-Margolles, 202-366-1701, Office of Environment, Planning and Realty, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 7 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Comment collection on the draft Traffic Noise Model's (TNM) 3.0 Model Performance and Usability.

Background: 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise* Section 772.9(a) states that 'any analysis required by this subpart must use the FHWA [Federal Highway Administration] Traffic Noise Model (TNM)'. This noise model is required for conducting traffic noise impact analysis in accordance with 23 CFR 772.11 and 23 CFR 772.13.

As part of FHWA's ongoing efforts to address traffic noise impacts of highway projects on local communities, FHWA recently completed a new version of TNM. The draft TNM version 3.0 features a new User Interface (UI), updated acoustical information, and interoperability with the software packages for Esri's ArcGIS®, AutoDesk's AutoCAD®, and Bentley's MicroStation®. FHWA is releasing TNM version 3.0 as a draft to provide the public with an opportunity to use the model and become familiar with its functionality and UI. FHWA will review any comments and make necessary adjustment to the model before releasing a final version for use in highway noise impact analysis for Federal Aid Highway projects in the future.

The release of the draft TNM version 3.0 builds upon an earlier beta test by eight State Departments of Transportation (Georgia, Michigan, Minnesota, North Carolina, Ohio, Texas, Virginia, and Washington State). The beta testers provided valuable input to further improve the model's UI. By releasing the draft TNM version 3.0, FHWA is allowing users to provide comments and feedback on the model in general including the model's functionality, its interface with the software packages and its usability for a variety of project types. In order to encourage users to submit their comments, FHWA will set up an online portal on FHWA TNM version 3.0 Web site (http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/tnm_v30/) to collect comments in several broad categories such as functionality and aesthetics of the UI, interoperability with the external software packages, and the performance of the updated acoustics. This online portal will contain standardized questions to guide the public to submit their comments. It is this portal and its questions which are the subject of this OMB ICR FR Notice.

Persons who elect to provide comments on the draft TNM version 3.0 will have to download the free software via the FHWA TNM version 3.0 Web site at: <http://www.fhwa.dot.gov/>

environment/noise/traffic_noise_model/tnm_v30/. Participation by using the model and providing comments is entirely voluntary.

Respondents: Approximately 200 participants including the 52 State DOTs, consultant/contractors, researchers, academia and other interested transportation and environmental stakeholders.

Frequency: As needed. It is expected that users will input comments when they review the draft TNM version 3.0.

Estimated Average Burden per Response: Estimated time is approximately two weeks (80 hours) per participant over six months. Time will depend on the number and complexity of the situations the user is modeling.

Estimated Total Annual Burden Hours: Approximately 64,000 hours over six months.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's draft TNM version 3.0 model performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: April 22, 2016.

Michael Howell,

Information Collections Officer.

[FR Doc. 2016-09944 Filed 4-27-16; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2016-0037]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

AGENCY: Federal Motor Carrier Safety Administration (FMCSA).

ACTION: Notice of applications for exemptions; request for comments.

SUMMARY: FMCSA announces receipt of applications from 47 individuals for exemption from the prohibition against persons with insulin-treated diabetes mellitus (ITDM) operating commercial