

to acquire additional rail lines for the purpose of making a connection; and (3) each of the carriers involved in the continuance in control transaction is a Class III carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

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 for stay must be filed no later than May 27, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36003, must be filed with Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H.M. Savage, 22 Rockingham Court, Germantown, MD 20874.

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

Decided: May 17, 2016.

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

Tia Delano,

Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for Charlotte Douglas International Airport (CLT), Charlotte, NC

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps (NEMs) submitted by the City of Charlotte for Charlotte Douglas

International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”) and 14 CFR part 150 (hereinafter referred to as “Part 150”) are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA’s compliance determination on the NEMs is April 12, 2016.

FOR FURTHER INFORMATION CONTACT:

Aaron Braswell, Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, TN 38118, 901-322-8192.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the NEMs submitted for the Charlotte Douglas International Airport (CLT) are in compliance with applicable requirements of Part 150, effective April 12, 2016. Under the Act, an airport operator (hereinafter referred to as “Sponsor”) may submit to the FAA NEMs which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires that the Sponsor develop its NEMs in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. The FAA has relied on the certification by the City of Charlotte, under § 150.21 of Part 150, that the statutorily required consultation has been accomplished.

An airport Sponsor who has submitted NEMs that are found by the FAA to be in compliance with the requirements of Part 150 may submit a Noise Compatibility Program (NCP) for FAA approval which sets forth the measures the Sponsor has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the NEMs and accompanying documentation submitted by City of Charlotte. The documentation that constitutes the “NEMs” as defined in § 150.7 of Part 150 includes: Exhibit 3-1, Existing (2015) Noise Contour; Exhibit 4-1, Future (2020) Noise Contour; Exhibit C-11, Runway 18L Flight Tracks; Exhibit C-12, Runway 18C Flight Tracks; Exhibit C-13, Runway 18R Flight Tracks; Exhibit C-14, Runway 36R Flight Tracks; Exhibit C-15, Runway 36C Flight Tracks; Exhibit C-16, Runway 36L Flight

Tracks; Exhibit C-17, Runway 05 Flight Tracks; Exhibit C-18, Runway 23 Flight Tracks; Exhibit C-19, Helicopter Flight Tracks; Table C-1, Distribution of Average Daily Operations by Aircraft Category Existing (2015) Conditions; Table C-2, Runway End Utilization—Existing (2015) Conditions; Table C-3, Arrival Flight Track Utilization Percentages Existing (2015) and Future (2020) Conditions; Table C-4, Departure Flight Track Utilization Percentages Existing (2015) and Future (2020) Conditions; Table C-5, Departure Trip Length Distribution Existing (2015) Conditions; Table C-6, Aircraft Engine Run-Ups—Existing (2015) Conditions; Table C-7, Distribution of Average Daily Operations by Aircraft Type Future (2020) Conditions; Table C-8, Departure Trip Length Distribution—Future (2020) Conditions; Table C-9, Ground Run-Up Operations—Future (2020) Conditions; Appendix F. The FAA has determined that these NEMs and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 12, 2016.

FAA’s determination on the airport Sponsor’s NEMs is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such determination does not constitute approval of the Sponsor’s data, information, or plans, and is not a commitment to approve a NCP or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a NEM submitted under § 47503 of the Act, it is emphasized that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the NEMs to resolve questions concerning, for example, which properties should be covered by the provisions of § 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government and remain unchanged by FAA’s NEM compliance determination under Part 150. The responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport Sponsor that submitted those maps, or with those public agencies and planning agencies with which consultation is required under § 47503 of the Act.

Copies of the full NEM documentation are available for

examination by appointment at the following locations:

Federal Aviation Administration,
Memphis Airports District Office,
2600 Thousand Oaks Blvd., Suite
2250, Memphis, TN 38118.

Federal Aviation Administration,
Airports Southern Region Office, 1701
Columbia Ave., Suite 540, College
Park, GA 30337.

Charlotte Douglas International Airport,
5501 Josh Birmingham Parkway,
Charlotte, NC 28208.

Direct questions or to arrange an appointment to review the documents to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis, TN, on May 11, 2016.

Phillip J. Braden,

Manager, Memphis Airports District Office.

[FR Doc. 2016-11953 Filed 5-19-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2016-6596]

Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy amendment and request for comments; extension of comment period.

SUMMARY: The FAA is extending the comment period on its notice of proposed policy published on May 3, 2016, that proposes to amend its “Notice of Policy Regarding the Eligibility of Airport Ground Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program,” regarding the requirement for PFC funding of on-airport, rail access projects.

DATES: Comments must be received on or before June 17, 2016.

ADDRESSES: You may send comments identified by docket number FAA-2016-6596 using any of the following methods:

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

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

- *Hand Delivery:* Deliver 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:* (202) 493-2251.

FOR FURTHER INFORMATION CONTACT: Joe Hebert, Manager, Financial Analysis and Passenger Facility Charge Branch, APP-510, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-8375; facsimile (202) 267-5302.

SUPPLEMENTARY INFORMATION: On May 3, 2016, the FAA published a notice titled “Notice of Proposed Policy Amendment and Request for Comments” (81 FR 26611). In that Notice, the FAA proposed to change the policy regarding the Passenger Facility Charge eligibility of ground access projects meeting certain criteria. The notice requested that interested parties submit written comments by June 2, 2016.

On May 11, 2016, the Airports Council International—North America (ACI-NA), the American Association of Airport Executives (AAAE), and Airlines for America (A4A) submitted a request to extend the comment period by 30 days because additional time is needed to conduct the necessary research and assess the alternatives that the FAA proposes and also consolidate comments from their respective members. After careful consideration of the schedule constraints, the FAA has decided to extend the comment period for 15 days until June 17, 2016. The FAA expects that the additional time for comments will allow the affected community to prepare meaningful comments which will help the FAA to consider an amendment to FAA’s airport ground access transportation policy for PFC funding.

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

Elliott Black,

Director, Office of Airport Planning and Programming.

[FR Doc. 2016-11954 Filed 5-19-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on 183 North Mobility Project, Travis and Williamson Counties, Texas

AGENCY: Federal Highway Administration (FHWA), U.S. DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by TxDOT and Federal Agencies.

SUMMARY: This notice announces actions taken by Texas Department of Transportation (TxDOT) and Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, US 183 North (the “183 North Mobility Project”) from State Highway (SH) 45/Ranch-to-Market (RM) 620 in Williamson County to State Loop 1 (MoPac) in Travis County in the State of Texas. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, TxDOT is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before October 17, 2016.

If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Carlos Swonke, P.G., Environmental Affairs Division, Texas Department of Transportation, 125 East 11th Street, Austin, Texas 78701; telephone: (512) 416-2734; email: carlos.swonke@txdot.gov. TxDOT’s normal business hours are 8:00 a.m. to 5:00 p.m. (central time) Monday through Friday.

SUPPLEMENTARY INFORMATION: Notice is hereby given that TxDOT and Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of Texas: the 183 North Mobility Project from State Highway (SH) 45/Ranch-to-Market (RM) 620 in Williamson County to State Loop 1 in (MoPac) in Travis County, Texas. The project will have two variable-priced (tolled) express lanes in each direction, an additional (fourth) general purpose lane (southbound from approximately Lake Creek Parkway to the entrance ramp from SH 45; southbound from north of McNeil Drive/Spicewood Springs Road to MoPac; and northbound between Braker Lane and McNeil Drive/Spicewood Springs Road) and direct connectors to and from SH 45/RM 620 on the north and MoPac on the south. Transitions between the improved section of US 183 and existing facilities will be provided along SH 45/RM 620, MoPac (south of RM 2222) and on US 183 north and south of the project areas. The length of the proposed project, including all transitions, is approximately 13 miles.

The actions by TxDOT and the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental