

structures; hospitals; and day care/ assisted living facilities and those areas within the Day Night Average Sound Level (DNL) 65, 70 and 75 noise contours. Estimates for the area within these contours for the 2019 Base Year and 2024 Future Year are shown in Table 5–4 of Chapter 5 of the NEM Report. Estimates of the residential population within the 2019 Base Year and 2024 Future Year noise contours are also shown in Table 5–1 of Chapter 5 of the NEM Report. Figure 2–4 in Chapter 2 displays the location of noise monitoring sites. Flight tracks are found in Figures 4–7 and 4–8 of Chapter 4 and detailed in Appendix D. The type and frequency of aircraft operations (including nighttime) are found in Appendix D.2, Tables 5, 6, 7 and 8.

As discussed in Chapter 6 of the NEM Report, the Port Authority of New York and New Jersey provided the general public the opportunity to review and comment on the NEMs. This public comment period opened on September 13, 2018 and closed on October 15, 2018. Public workshops for the Draft NEMs were held on September 25 and September 26, 2018. All comments received during the public comment period and throughout the development of the NEMs, as well as responses to these comments, are contained in Appendix H of the NEM Report.

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 15, 2019.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program 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 noise exposure map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local

responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning authorities with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Eastern Region, Airports Division,  
AEA-600, 1 Aviation Plaza, Jamaica,  
New York 11434  
Federal Aviation Administration, New  
York Airports District Office, 1  
Aviation Plaza, Jamaica, New York  
11434

The Port Authority of New York and  
New Jersey, Aviation Department, 4  
World Trade Center, 150 Greenwich  
Street, 18th Floor, New York, New  
York 10007

**FOR FURTHER INFORMATION CONTACT:**  
Eastern Region Airports Division (AEA-  
600), Andrew Brooks, Environmental  
Program Manager, Federal Aviation  
Administration, AEA-600, 1 Aviation  
Plaza, Jamaica, New York 11434,  
Telephone: (718) 553-3330.

Issued in Jamaica, NY, on June 3, 2019.

**Steven M. Urlass,**

*Director, Airports Division, Eastern Region.*

[FR Doc. 2019-12183 Filed 6-10-19; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2019-34]

#### Petition for Exemption; Summary of Petition Received; Textron Aviation Inc.

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

**ACTION:** Notice of petition for exemption  
received.

**SUMMARY:** This notice contains a  
summary of a petition seeking relief  
from specified requirements of Federal  
Aviation Regulations. The purpose of  
this notice is to improve the public's  
awareness of, and participation in, the

FAA's exemption process. Neither  
publication of this notice nor the  
inclusion or omission of information in  
the summary is intended to affect the  
legal status of the petition or its final  
disposition.

**DATES:** Comments on this petition must  
identify the petition docket number and  
must be received on or before July 1,  
2019.

**ADDRESSES:** Send comments identified  
by docket number FAA-2016-7819  
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:**  
Deana Stedman, AIR-673, Federal  
Aviation Administration, 2200 South  
216th Street, Des Moines, WA 98198,  
phone and fax 206-231-3187, email  
[deana.stedman@faa.gov](mailto:deana.stedman@faa.gov); or Alphonso  
Pendergrass, ARM-200, Office of  
Rulemaking, Federal Aviation  
Administration, 800 Independence  
Avenue SW, Washington, DC 20591,  
phone 202-267-4713, email  
[alphonso.pendergrass@faa.gov](mailto:alphonso.pendergrass@faa.gov).

This notice is published pursuant to  
14 CFR 11.85.

Issued in Des Moines, Washington, on June 4, 2019.

**Paul Siegmund,**

*Acting Manager, Transport Standards Branch.*

### Petition for Exemption

*Docket No.:* FAA–2016–7819.

*Petitioner:* Textron Aviation Inc.

*Section(s) of 14 CFR Affected:*

§ 25.813(e).

*Description of Relief Sought:* Textron Aviation Inc., is seeking an amendment to Exemption No. 17119. That exemption provides relief from 14 CFR 25.813(e) by allowing the installation of interior mid-cabin doors on Model 700 airplanes. Exemption No. 17119 is applicable to private-use (not for hire, not for common carriage) operations only. If amended, Exemption No. 17119 would remove the private-use only restriction and allow the airplane, with interior mid-cabin doors, to be used in for-hire and common-carriage operations.

[FR Doc. 2019–12174 Filed 6–10–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2019–0043]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of Title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated May 23, 2019, Union Pacific Railroad Company (UP) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA–2019–0043.

*Applicant:* Union Pacific Railroad Company, Mr. Neal E. Hathaway, AVP Engineering—Signal & Telecom, 1400 Douglas Street, MS 0910, Omaha, NE 68179.

Specifically, UP requests approval to discontinue cab signals between control point (CP) S001 at milepost (MP) 0.60 and CP S082 at MP 81.60 on the Portland subdivision in the state of Oregon.

UP states the reason for the proposed discontinuance is a positive train control (PTC) system, compliant with 49 CFR part 236, subpart I, and certified accordingly, was placed in service on the entire Portland subdivision, including the limits described above, in March 2017. Since that time, over 2.5

million train-miles of PTC operations have been accumulated on the Portland subdivision without a critical anomaly. Additionally, PTC operations have been conducted under the provisions of a waiver, Docket Number FRA–2016–0108, which allows for the use of PTC in lieu of cab signals on the Portland subdivision and elsewhere on UP where automatic cab signal (ACS), automatic train control, and automatic train stop systems are present.

To ensure that an equivalent or greater level of safety is maintained upon discontinuance of the ACS and to meet the requirements of 49 U.S.C. 20157(j)(1), UP asserts it will promulgate operating rules requiring that any train on which PTC fails to initialize, cuts out, or malfunctions comply with operating restrictions in accordance with 49 CFR 236.1029, while operating within former ACS limits of the Portland subdivision. UP explains it believes that the combination of the current levels of PTC reliability and, utilization, combined with the application of operating restrictions under failure conditions result in a level of safe operation which justifies discontinuance of the ACS system on the Portland subdivision.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12–140, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by July 26, 2019 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy). See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of [regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Acting Associate Administrator, Office of Railroad Safety.*

[FR Doc. 2019–12235 Filed 6–10–19; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2009–0078]

#### Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that on April 15, 2019, the American Short Line and Regional Railroad Association (ASLRRRA) petitioned the Federal Railroad Administration (FRA) for an amended waiver of compliance from certain provisions of the Federal hours of service laws contained at 49 U.S.C. 21103(a)(4), which, in part, require a train employee to receive 48 hours off duty after initiating an on-duty period for 6 consecutive days. FRA assigned the petition Docket Number FRA–2009–0078.

Specifically, ASLRRRA seeks to amend its existing waiver to add three member railroads that did not participate in the original waiver, but in the first quarter of 2019 determined that they now wish to participate. ASLRRRA states the following railroads expressed a desire to participate in the waiver, and maintain