

the accompanying Memorandum of Justification, shall be reported to Congress.

Dated: July 19, 2019.

John J. Sullivan,

Deputy Secretary.

[FR Doc. 2019-20725 Filed 9-23-19; 8:45 am]

BILLING CODE 4710-31-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36323]

Arkansas-Oklahoma Railroad Company—Acquisition and Operation Exemption—State of Oklahoma

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board is granting an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10902 for Arkansas-Oklahoma Railroad Company (AOK), a Class III carrier, to acquire from the State of Oklahoma and operate approximately 69.60 miles of rail line extending from milepost 295.36 in Howe, Okla., to milepost 364.96 in McAlester, Okla. (the Line).¹ Because AOK is a Class III rail carrier, the acquisition and operation exemption is not subject to labor protective conditions.

DATES: This exemption will be effective on October 19, 2019. Petitions to stay must be filed by September 27, 2019. Petitions to reopen must be filed by October 9, 2019.

ADDRESSES: Pleadings may be filed with the Board either via e-filing format or in writing addressed to: Surface Transportation Board, Attn: Docket No. FD 36323, 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on AOK's representative, Eric M. Hocky, Clark Hill PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

FOR FURTHER INFORMATION CONTACT:

Sarah Fancher at (202) 245-0355. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision served on September 19, 2019, which is available at www.stb.gov.

Decided: September 18, 2019.

¹ AOK acquired the Line from the State of Oklahoma in April 2016 under the mistaken belief that the acquisition was already authorized by the Board. (See AOK Pet. 2.) In June 2019, AOK filed its petition for Board authority to correct its error.

By the Board, Board Members Begeman, Fuchs, and Oberman.

Aretha Laws-Byrum,

Clearance Clerk.

[FR Doc. 2019-20634 Filed 9-23-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. FAA-2019-60]

Petition for Exemption; Summary of Petition Received; Costruzioni Aeronautiche Tecnam S.p.A.

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

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from a specified requirement of the 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 October 15, 2019.

ADDRESSES: Send comments identified by docket number FAA-2019-0694 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, 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 20590-0001, 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 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Paul Pellicano, AIR-691, Small Airplane Standards Branch, Policy & Innovation Division, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, MO 64106; telephone (404) 474-5558; facsimile (816) 329-4090.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on September 17, 2019.

Brandon Roberts,

Acting Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2019-0694.

Petitioner: Costruzioni Aeronautiche Tecnam S.p.A.

Section(s) of 14 CFR Affected: § 23.1419(b).

Description of Relief Sought: The proposed exemption, if granted, would allow certification of the petitioner's Model P2012 Traveler airplanes for flight into known icing conditions without having to meet the ice protection system testing requirements. If granted, this relief from § 23.1419(b) would be allowed for a maximum of 16 airplanes and would be time-limited for a period of eight months until the airplanes are retrofitted with lift detector devices.

[FR Doc. 2019-20548 Filed 9-23-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Permanent Closure of Grundy Municipal Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of permanent closure of Grundy Municipal Airport (GDY).

SUMMARY: The Federal Aviation Administration (FAA) received written notice on September 4, 2019, from the

town of Grundy advising that effective October 31, 2019, the town will be permanently closing Grundy Municipal Airport (GDY), Grundy, Virginia.

DATES: The permanent closure of the airport is effective as of October 31, 2019.

FOR FURTHER INFORMATION CONTACT: John M. Robinson, Airport Engineer, Washington Airports District Office, Federal Aviation Administration, 13873 Park Center Road, Suite 490S, Herndon, VA 20171, (703) 487-3976.

SUPPLEMENTARY INFORMATION: GDY is a small 89-acre non-towered, general aviation airport, that is listed in the national plan of integrated airport systems. It has been owned and operated by the town of Grundy since 1963. Although the town of Grundy has been the recipient of grant funding from the FAA in the past, the FAA recognizes that the town is no longer contractually obligated by these previous grant agreements to continue operating GDY as an airport. Section 46319 of Title 49 of the United States Code [49 U.S.C. 46319] provides that a public agency (as defined in 49 U.S.C. 47102) may not permanently close an airport listed in the national plan of integrated airport systems under 49 U.S.C. 47103 without providing written notice to the Administrator of the FAA at least 30 days before the date of the closure. The FAA recognizes the letter received September 4, 2019 from the town of Grundy meets that requirement. The FAA is publishing the town of Grundy's notice of permanent closure of Grundy Municipal Airport in accordance with 49 U.S.C. 46319(b).

Issued in, Herndon, VA, on September 18, 2019.

Matthew J. Thys,

Manager, Washington Airports District Office.

[FR Doc. 2019-20684 Filed 9-23-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering, and Development Advisory Committee (REDAC); Notice of Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the Research, Engineering, and Development Advisory Committee (REDAC).

DATES: The meeting will be held on October 10, 2019, from 9 a.m.–4 p.m. EDT. Requests for accommodations to a disability must be received by September 26, 2019. Individuals requesting to speak during the meeting must submit a written copy of their remarks to DOT by September 26, 2019. Requests to submit written materials to be reviewed during the meeting must be received no later than September 26, 2019.

ADDRESSES: The meeting will be held at the FAA Headquarters, 800 Independence Avenue SW, Washington, DC 20591. Copies of the meeting minutes will be available on the REDAC internet website at <http://www.faa.gov/go/redac>. A final agenda will be posted on the REDAC internet website at <http://www.faa.gov/go/redac> at least one week in advance of the meeting. You can visit the REDAC internet website at <http://www.faa.gov/go/redac>.

FOR FURTHER INFORMATION CONTACT: Chinita A. Roundtree-Coleman, REDAC PM/Lead, FAA/U.S. Department of Transportation, at chinita.roundtree-coleman@faa.gov or (609) 485-7149. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The Research, Engineering, and Development Advisory Committee was created under the Federal Advisory Committee Act (FACA), in accordance with Public Law 100-591 (1988) and Public Law 101-508 (1990) to provide advice and recommendations to the FAA Administrator in support of the Agency's Research and Development (R&D) portfolio.

II. Agenda

At the meeting, the agenda will cover the following topics:

- FAA Research and Development Landscapes
- Emergence of new entrant vehicles and operations into the National Airspace System

III. Public Participation

The meeting will be open to the public on a first-come, first-served basis, as space is limited. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

There will be 45 minutes allotted for oral comments from members of the public joining the meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the FAA may conduct a lottery to determine the speakers. Speakers are requested to submit a written copy of their prepared remarks for inclusion in the meeting records and for circulation to REDAC members. All prepared remarks submitted on time will be accepted and considered as part of the record. Any member of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 17, 2019.

Chinita A. Roundtree-Coleman,
REDAC PM/Lead, Federal Aviation Administration.

[FR Doc. 2019-20683 Filed 9-23-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0032]

Commercial Driver's License Standards: Application for Exemption; Daimler Trucks North America (Daimler)

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA announces that Daimler Trucks North America (Daimler) has requested an exemption for one commercial motor vehicle (CMV) driver from the Federal requirement to hold a U.S. commercial driver's license (CDL). Daimler request an exemption for Mr. Thomas Passegger, Project Engineer in Autonomous Trucks for Daimler. Mr. Passegger holds a valid German commercial license and wants to test drive Daimler vehicles on U.S. roads to better understand product requirements in "real world" environments, and verify results. Daimler states that the requirements for a German commercial license ensure that operation under the exemption will likely achieve a level of safety