

- Diversified CPC International, Inc.\* (Panel VIII)
- Dow, Inc.\*
- Energy Transfer \*
- Federal Maritime Commission \* (Panel III)
- Glass Packaging Institute \*
- Global Harvest Foods \*
- Grain Craft \*
- Growth Energy \*
- Hudson Terminal Rail Services \*
- Imerys USA, Inc.\*
- Industrial Minerals Association—North America \*
- Institute of Scrap Recycling Industries, Inc.\* †
- Intermodal Motor Carriers Conference †
- International Association of Refrigerated Warehouses \* (Panel X)
- International Liquid Terminals Association \* (Panel X)
- International Paper \* (Panel IV)
- International Warehouse Logistics Association \* † (Panel X)
- Kansas City Southern Railway Company \* † (Panel VIII)
- Kinder Morgan Terminals \* † (Panel I)
- Lansdale Warehouse Company \*
- Lhoist North America \* (Panel V)
- Louis Dreyfus Company LLC \*
- Lyondell Chemical Company, Equistar Chemicals LP, and LyondellBasell Acetyls, LLC \*
- Martin-Brower Company, LLC \*
- MHW Group, Inc. and its companies, Cryo-Trans, Inc., Perryville Cold Storage and Chambersburg Cold Storage \* † (Panel V)
- MillerCoors LLC \* (Panel IV)
- National Coal Transportation Association \* (Panel XII)
- National Customs Brokers and Forwarders Association of America, Inc.\*
- National Grain and Feed Association (NGFA) \* † 66 (Panel VI)
- National Industrial Transportation League \* † (Panel VII)
- Norfolk Southern Railway Company \* † (Panel II)
- Normerica Inc. and Northdown Industries Inc.\* (Panel IX)
- North America Freight Car Association \* †
- North Dakota Grain Dealers Association \*
- Olin Corporation \* † (Panel I)
- Oxbow Carbon LLC \*
- Packaging Corporation of America \* (Panel IV)
- Palmer Logistics \* (Panel V)
- PBF Energy Inc. and PBF Logistics \* (Panel XII)
- Peabody Energy Corporation \*
- Portland Cement Association †
- Private Railcar Food and Beverage Association, Inc. (PRFBA) \* † (Panel IV)
- R. D. Gould \*
- Rebel Oil Company, Inc. and Pro Petroleum, Inc.\*
- Reserve Management Group \*
- San Jose Distribution Services Inc.\*
- San Jose Distribution Services Inc., Kenco, RBW Logistics, Palmer Logistics, CDS Transportation, Acme Distribution, Total Distribution Inc., Verst Group Logistics Inc., Sonwil Distribution Center, Peoples

- Services, Lansdale Services Inc., Logistics Services Inc., PRFBA, Stech Group, The Shippers Group, RGL Logistics, Moran Logistics, Wagner Logistics †
- Shea Brothers Lumber Handling, Inc.\*
- Sims Metal Management Limited and SA Recycling \* (Panel IX)
- Star Distribution †
- Sysco Corporation \*
- The Anderson-DuBose Company \* (Panel V)
- The Fertilizer Institute (TFI) \* † (Panel VII)
- The Shippers Warehouse Co., dba The Shippers Group (The Shippers Group) \* † (Panel V)
- UGI Energy Services, LLC \*
- Union Pacific Railroad Company \* † (Panel II)
- U.S. Clay Producers Traffic Association, Inc.\*
- U.S. Department of Agriculture \*
- Valley Distributing & Storage Company \*
- Verso Corporation \*
- Western Coal Traffic League \* † (Panel XII)

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Burlington International Airport, South Burlington, Vermont

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps for Burlington International Airport, as submitted by the City of Burlington, Vermont, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979, are in compliance with applicable requirements.

**DATES:** *Applicable Date:* The effective date of the FAA's determination on the noise exposure maps is September 26, 2019.

**FOR FURTHER INFORMATION CONTACT:** Richard Doucette, Federal Aviation Administration, New England Region, Airports Division, 1200 District Ave., Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Burlington International Airport are in compliance with applicable requirements of Part 150, effective September 26, 2019.

Under Section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps

that meet applicable regulations and that 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 such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted such noise exposure maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval that sets forth the measures the operator has taken, or proposes, for the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure map and related descriptions submitted by the City of Burlington, Vermont. The specific maps under consideration were "Figure 12, 2018 Existing Conditions Noise Exposure Map" on page 39 and "Figure 13, 2023 Forecast Conditions Noise Exposure Map" on page 41 in the submission. The FAA has determined that these maps for Burlington International Airport are in compliance with applicable requirements. This determination is effective on September 26, 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 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 103 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 107 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 a noise exposure map. Therefore, the

<sup>66</sup> Pre-hearing comments supported by members of NOPA, North America Freight Car Association, and NAMA.

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 the map or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of Part 150, that the statutorily required consultation has been accomplished.

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

Burlington International Airport, 1200 Airport Drive #1, South Burlington, Vermont 05403.

Federal Aviation Administration, New England Region, Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803.

Questions may be directed to the individual named above under the heading: **FOR FURTHER INFORMATION CONTACT.**

Issued in Burlington, Massachusetts on September 26, 2019.

**Richard P. Doucette,**

*Environmental Program Manager, FAA New England Region, Airports Division.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2017-0028; Notice 1]

#### Notice of Receipt of Petition for Decision That Nonconforming Model Year 2014 Ferrari LaFerrari Passenger Cars Are Eligible for Importation

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

**ACTION:** Receipt of petition.

**SUMMARY:** This document announces the National Highway Traffic Safety Administration (NHTSA) receipt of a petition for a decision that model year (MY) 2014 Ferrari LaFerrari (also known as the Ferrari F150) passenger cars (PCs) that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-

certified version of the 2014 Ferrari LaFerrari PCs) and are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is November 12, 2019.

**ADDRESSES:** Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal Holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard along with the comments. Note that all comments received will be posted without change to [https://www.regulations.gov](https://www.regulations.gov/), including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at [https://www.regulations.gov](https://www.regulations.gov/) by following the

online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477-78).

**FOR FURTHER INFORMATION CONTACT:** Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA (202-366-1012).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same MY as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice of each petition that it receives in the **Federal Register**, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Technologies, LLC, (Registered Importer R-90-006), of Baltimore, Maryland has petitioned NHTSA to decide whether nonconforming 2014 Ferrari LaFerrari PCs are eligible for importation into the United States. The vehicles which J.K. Technologies believes are substantially similar are MY 2014 Ferrari LaFerrari PCs sold in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified MY 2014 Ferrari LaFerrari PCs to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

J.K. Technologies submitted information with its petition intended to demonstrate that non-U.S. certified MY 2014 Ferrari LaFerrari PCs, as originally manufactured, conform to many