

aircraft passengers. Any such submission must specify whether such request is to block the aircraft identification number prior to the FAA's release of the data-feed, or to block the aircraft identification number from release by the Direct Subscribers. Should a specific request not be made, the FAA will block the identification number prior to its release of the data-feed.

The FAA will contact each Direct Subscriber to execute a revised MOA, incorporating the modified section nine, within 60 days of this Notice.

Issued in Washington, DC, on May 27, 2011.

Marc L. Warren,

Acting Chief Counsel, Federal Aviation Administration.

[FR Doc. 2011-13757 Filed 6-2-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Executive Committee of the Aviation Rulemaking 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 a meeting of the Executive Committee of the Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on June 29, 2011, at 10 a.m.

ADDRESSES: The meeting will take place at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591, 10th floor, MacCracken Room.

FOR FURTHER INFORMATION CONTACT: Renee Butner, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591, telephone (202) 267-5093; fax (202) 267-5075; e-mail Renee.Butner@faa.gov.

SUPPLEMENTARY INFORMATION: Under section 10(a)(2) of the Federal Advisory Committee Act (5 U.S.C. App. 2), we are giving notice of a meeting of the Executive Committee of the Aviation Rulemaking Advisory Committee taking place on June 29, 2011, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. The Agenda includes:

1. Discussion of Potential Restructuring of ARAC
2. Discussion of ARAC EXCOM Role in Implementing Future of Aviation

3. Update on FAA Response to Process Improvement Working Group (PIWG) Recommendations
4. Review of the Retrospective Regulatory Review Report
5. Issue Area Status Reports From Assistant Chairs
6. Remarks From Other EXCOM Members

Attendance is open to the interested public but limited to the space available. The FAA will arrange teleconference service for individuals wishing to join in by teleconference if we receive notice by June 22. Arrangements to participate by teleconference can be made by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Callers outside the Washington metropolitan area are responsible for paying long-distance charges.

The public must arrange by June 22 to present oral statements at the meeting. The public may present written statements to the executive committee by providing 25 copies to the Executive Director, or by bringing the copies to the meeting.

If you are in need of assistance or require a reasonable accommodation for this meeting, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on May 31, 2011.

Dennis Pratte,

Acting Director, Office of Rulemaking.

[FR Doc. 2011-13826 Filed 6-2-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35518]

Maine Northern Railway Company—Trackage Rights Exemption—Montreal, Maine & Atlantic Railway, Ltd.

Pursuant to a written trackage rights agreement, Montreal, Maine & Atlantic Railway, Ltd. (MMA) has agreed to grant overhead trackage rights to the Maine Northern Railway Company (MNRC) between Madawaska, Me. (at or about milepost 260 on MMA's Madawaska Subdivision) and the connection to the Canadian National Railway (CN) in St. Leonard, N.B. (at or about milepost 194.1 on CN's Nappadoggin Subdivision), plus additional trackage described more completely in the agreement, which MNRC attaches to its

notice.¹ MNRC recognizes that, although the trackage rights agreement covers some track in Canada, Board jurisdiction only extends to the U.S.-Canada border at Van Buren, Me.

This trackage rights transaction stems from MMA's attempt to abandon a connecting line in Northern Maine. The Board granted an application to abandon that line, which is approximately 233 miles long, in a decision served in December 2010.² The 233 miles of line was then acquired by the State of Maine, by and through its Department of Transportation (State), in January 2011. The State has chosen a new operator for the 233-mile line, MNRC, and, as part of the State's agreement to acquire the line, MMA has agreed to grant these trackage rights so that MNRC can access directly CN to the north once MNRC begins to operate the line. MNRC plans to file a modified certificate under 49 CFR 1150.22 for Board authority to operate the 233-mile line.³

The transaction can be consummated on or after June 19, 2011 (30 days after the exemption was filed), unless otherwise ordered by the Board.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast*

¹ Specifically, the agreement includes trackage “* * * between MP 260 and the connection with MMA's Van Buren Subdivision at MP 264 and between the connection with MMA's Van Buren Subdivision and MP V 22.7 of the Van Buren Subdivision, and between MP V 22.7 of the Van Buren Subdivision and the connection with CN at MP 194.1 of CN's Nappadoggin Subdivision, including the trackage across the Van Buren Bridge, * * * and the track between MP V 22.7 and MP V 23.72 for headroom * * *.”

² See *Montreal, Me. & Atl. Ry.—Discontinuance of Service and Aban.—in Aroostook and Penobscot Cntys, Me.*, AB 1043 (Sub-No. 1) (STB served Dec. 27, 2010).

³ The transaction in Docket No. FD 35518 is related to the following concurrently filed pleadings. In Docket No. FD 35519, *Maine Northern Railway Company—Trackage Rights Exemption—Montreal, Maine & Atlantic Railway, Ltd.*, MNRC has filed a notice of exemption for overhead trackage rights over an MMA line to the south to access Eastern Maine Railway (EMR), to which MMA also has agreed as part of the State's acquisition of the 233-mile line. In Docket No. FD 35520, *The New Brunswick Railway Company—Continuance in Control Exemption—Maine Northern Railway Company*, The New Brunswick Railway Company (NBRC), the parent company of both EMR and MNRC, has filed a petition for exemption to continue in control of EMR and MNRC once MNRC becomes a Class III carrier upon filing the modified certificate. MNRC and NBRC have asked that the Board make all these exemptions effective on June 15, 2011. The Board will address their request in its decision in Docket No. FD 35520.