

- *Respondents:* All Turkish and American YTYA Program participants from 2009 to 2011.

- *Estimated Number of Respondents:* 235.

- *Estimated Number of Responses:* 153.

- *Average Time per Response:* 30 minutes.

- *Total Estimated Burden Time:* 77 hours.

- *Frequency:* One time.

- *Obligation to Respond:* Voluntary.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.

- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology. Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

#### Abstract of Proposed Collection

This request for a new information collection will allow ECA/P/V to conduct a survey to provide data not currently available. The survey is designed to assess the effectiveness of the YTYA Program in achieving its stated goals and objectives, and assess the outcomes of this two-way, bi-lateral exchange program that included 235 young Turkish and young American participants from 2009 to 2011. This study is authorized by the Mutual Educational and Cultural Exchange Act of 1961, as amended (also known as the Fulbright-Hays Act) (22 U.S.C. 2451 et seq.). The survey will be sent electronically to be completed via web survey to all program participants of the years stated above. Data gathered will enable analysis that can potentially be used to design similar bi-lateral exchange programs, improve existing programs, and to inform ongoing and future exchange programs in ECA.

#### Methodology

The survey and all notifications will be entirely electronic to ease any burden on the participant. The survey will be

distributed and responses received electronically using the survey application Vovici.

Dated: January 31, 2013.

**Matt Lussenhop,**

*Director of the Office of Policy and Evaluation, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2013-02901 Filed 2-7-13; 8:45 am]

**BILLING CODE 4710-05-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) during the Week Ending January 26, 2013. The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (see 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* DOT-OST-2013-0018.

*Date Filed:* January 23, 2013.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* February 13, 2013.

#### Description

Application of Ultimate JETCHARTERS, LLC requesting authority to operate scheduled passenger service as a commuter air carrier.

**Barbara J. Hairston,**

*Acting Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. 2013-02866 Filed 2-7-13; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice, Southwest Florida International Airport, Fort Myers, FL

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Lee County Port Authority for the Southwest Florida International Airport under the provisions of 49 U.S.C. 47501 et. Seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

**DATES:** This notice is effective February 8, 2013, and is applicable beginning January 30, 2013.

**FOR FURTHER INFORMATION CONTACT:** Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive Citadel International Building, Suite 400, Orlando, FL 32822, 407-812-6331.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for Southwest Florida International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective November 15, 2012. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps 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 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 Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR Part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator 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 Noise Exposure Maps and

accompanying documentation submitted by the Lee County Port Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR Part 150 includes: Table 4.1, RSW Noise Measurement Locations; Table 7.1, 2011 Annual Operations; Table 7.2, 2011 Annual-Average Day Fleet Mix (Itinerant Operations); Table 7.3, 2011 Annual-Average Day Fleet Mix (Local Operations); Table 7.4, 2017 Annual Operations; Table 7.5, 2017 Annual-Average Day Fleet Mix (Itinerant Operations); Table 7.6, 2017 Annual-Average Day Fleet Mix (Local Operations); Table 7.7, 2011 and 2017 Air Carrier Aircraft Stage Length Percentages; Table 7.8, 2011 Runway Use Percentages; Table 7.9, 2011 and 2017 Departure Flight Track Use Percentages; Table 7.10, 2011 and 2017 Arrival Flight Track Use Percentages; Table 7.11, 2011 and 2017 Local (Touch and Go) Flight Track Use Percentages; Table 8.1, 2012 DNL Contour Surface Areas; Table 8.2, 2017 DNL Contour Surface Areas; Table 8.3, 14 CFR Part 150 Land Use Compatibility Guidelines; Table 8.4, Lee County Airport Noise Zones; Figure 1.2, Airport Location Map; Figure 1.3, Existing Land Uses; Figure 2.1, Airport Diagram; Figure 2-2, U.S. National Airspace System; Figure 2.3, Southwest Florida International Airspace; Figure 2-7, RSW Published Arrivals and Departures; Figure 5.1, RSW RNAV Departures Established Since the 2006 14 CFR Part 150 Study; Figure 5-2, RSW RNAV Arrivals Established Since the 2006 14 CFR Part 150 Study; Figure 5-3, Monthly Operations; Figure 7.1, Modeled Flight Tracks—Northeast Flow; Figure 7.2, Modeled Flight Tracks—Southwest Flow; Figure 7.3, Modeled Flight Tracks—Touch and Go; Figure 8.1, 2012 DNL Noise Contours; Figure 8.2, 2017 DNL Noise Contours; Figure 8.3, Future Land Use; Figure 8.4, Airport Noise Zones; Appendix C, RSW Published IFR Procedures; Appendix L, Map "A" 2012 NEM and Map "B", 2017; NEM Chapter 9, Page 9-1, Airport Sponsor's Noise Exposure Map Certification; November 1, 2012 Airport Sponsor NEM Submittal Letter.

The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 30, 2013.

FAA's determination on the 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 airport operator'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 exposure 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 14 CFR 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 agencies 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 of 14 CFR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Citadel International Building, Suite 400, Orlando, FL 32822.

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

Issued in Orlando, FL, on January 30, 2013.

**Bart Vernace,**

*Manager, Orlando Airports District Office,  
Federal Aviation Administration.*

[FR Doc. 2013-02894 Filed 2-7-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35661]

#### Grand Trunk Western Railroad Company—Acquisition of Operating Easement—CSX Transportation, Inc.

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of exemption.

**SUMMARY:** The Board is granting an exemption under 49 U.S.C. 10502 from the prior approval requirements at 49 U.S.C. 11323-25 for Grand Trunk Western Railroad Company (GTW), an indirect, wholly owned subsidiary of Canadian National Railway Company, to acquire from CSX Transportation, Inc. (CSXT) an exclusive, perpetual, non-assignable railroad operating easement over approximately 2.1 miles of CSXT's Memphis Terminal Subdivision, between Leewood, Tenn., milepost 00F371.4, and Aulon, Tenn., milepost 00F373.4 (Leewood-Aulon Line), subject to employee protective conditions. The Leewood-Aulon Line is currently owned by CSXT. Illinois Central Railroad Company, a GTW affiliate, operates over it via trackage rights. Along with the proposed easement acquisition by GTW, CSXT would retain local and overhead trackage rights over the Leewood-Aulon Line.

GTW's easement acquisition is one part of an Agreement for Exchange of Perpetual Easements between GTW and CSXT. In exchange for GTW's acquiring an easement from CSXT over the Leewood-Aulon Line, GTW has agreed to grant CSXT an exclusive, perpetual, non-assignable railroad operating easement over 22.37 miles of GTW track on the Elsdon Subdivision between the connection with CSXT at Munster, Ind., milepost 31.07, and Elsdon, Ill., milepost 8.7, which connects to the southern end of the BNSF Railway Company's Corwith Yard. The Board is separately granting authority for CSXT's acquisition of this operating easement in the Chicago area in Docket Nos. FD 35522 *et al.*<sup>1</sup>

**DATES:** This exemption will be effective on March 10, 2013. Petitions to stay must be filed by February 19, 2013. Petitions to reopen must be filed by February 28, 2013.

**ADDRESSES:** Send an original and 10 copies of all pleadings referring to Docket No. FD 35661 to: Surface Transportation Board, 395 E Street SW.,

<sup>1</sup> See *CSX Transp. Inc.—Acquis. of Operating Easement—Grand Trunk W. R.R.*, FD 35522, *et al.* (STB served February 8, 2013).