

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at Sioux Gateway Airport/Col. Bud Day Field, Sioux City, Iowa, under the provisions of 49 U.S.C. 47107(h)(2).

DATES: Comments must be received on or before August 22, 2013.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Curt Miller, Airport Manager, 2403 Aviation Blvd., Sioux City, IA 51111, (712) 898-0253.

FOR FURTHER INFORMATION CONTACT: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106, (816) 329-2644, lynn.martin@faa.gov.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 100.72 acres of airport property at Sioux Gateway Airport/Col. Bud Day Field (SUX) under the provisions of 49 U.S.C. 47107(h)(2). On April 13, 2013, the Airport Manager at Sioux Gateway Airport/Col. Bud Day Field, requested from the FAA that approximately 100.72 acres of property be released for sale to Sabre Industries for use as light industrial/manufacturing. On July 1, 2013, the FAA determined that the request to release property at Sioux Gateway Airport/Col. Bud Day Field (SUX) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

Sioux Gateway Airport/Col. Bud Day Field (SUX) is proposing the release of airport property totaling 100.72 acres, more or less. This land is to be used for light industrial/manufacturing. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the

land at Sioux Gateway Airport/Col. Bud Day Field (SUX) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at Sioux Gateway Airport/Col. Bud Day Field.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at Sioux Gateway Airport/Col. Bud Day Field.

Issued in Kansas City, MO on July 17, 2013.

Jim A. Johnson,
Manager, Airports Division.

[FR Doc. 2013-17659 Filed 7-22-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0064]

Petition for Modification of Single Car Air Brake Test Procedures

In accordance with Part 232 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated June 6, 2013, the Association of American Railroads (AAR) has petitioned the Federal Railroad Administration (FRA) per 49 CFR 232.307 to modify the single car air brake test procedures located in AAR Standard S-486, Code of Air Brake System Tests for Freight Equipment—Single Car Test, and required pursuant to 49 CFR 232.305(a). FRA assigned the petition Docket Number FRA-2013-0064.

The requested revisions editorially change sections for the purposes of clarity and organizational efficiency. The sections, paragraphs, and parts of AAR Standard S-486 that AAR requests to be modified are as follows:

§ 2.1.3: Changed choke diameters of Position 5 and the 3/8-inch cock. Position 5 diameters changed from 0.147" to 0.136", reducing the discharge rate to prevent an undesired emergency on cars with short brake pipes. Also, the choke in the 3/8-inch cock valve

changed from 0.266" (17/64") to 0.313" (5/16"), increasing the discharge rate to ensure emergency application on cars with long brake pipes.

§§ 2.2.4-2.2.6: Revised for clarification with no technical changes.

§ 2.2.7: Added a reference to use RP-5599 (hook-and-eye) as the adjustment procedure.

§ 2.3: Revised into a step-by-step procedure, no technical changes.

§ 3.1: Moved steps related to safety up in the procedure so they could be performed first. Appendix A was added for troubleshooting. The specific location for the brake cylinder gage was added. A setup instruction for the retaining valve was added.

§ 3.1.1: Clarified and added details regarding operation of the empty/load valve designs.

§ 3.2: Revised for clarification with no technical changes.

§ 3.5.2: Added a requirement to soap all fittings to check for leakage during the system leakage test.

§ 3.6.4: Added more detail to check for slack during hand brake release.

§ 3.7: Added new section to condition slack adjuster at the beginning of the test with blocks (two applications and two releases).

§§ 3.8.1, 3.8.2: Changed from 30 to 40 psi to improve efficiency.

§§ 3.9.4, 3.10.2.2: Added criteria for brake cylinder pressure.

§ 3.11: Added time criteria to ensure brake pipe exhaust.

§ 3.12.5: Added time and pressure criteria.

§ 3.13: Added criteria for brake pipe pressure to set up for next test.

§ 3.14: Reinstated the applied leakage test.

§ 3.16: Added steps for slack adjuster conditioning without blocks.

§ 3.18.1: Added criteria for piston travel +/- 0.5".

§ 3.20: Changed from 20 to 17 psi.

§ 4.1: Changed from 20 to 30 psi to get past the equalization pressure for consistency.

§ 4.1.2: Added criteria for piston travel +/- 0.5".

§ 4.2: Changed from 3 to 4 minutes for consistency.

§§ 4.2.1, 4.5, 4.6: Added 12 psi criteria.

§ 4.6.5: Changed from 20 to 17 psi.

§§ 5.3.1, 6.3.1: Changed rotary valve calibration rate from 2 to 1.5 seconds.

§§ 5.3.4, 6.3.4: Added criteria of 0.5 seconds to rate.

§ 7.3: Revised calibration procedure per request of FRA.

These technical revisions are also highlighted in the PDF file of the revised standard, which FRA has included in the docket to this proceeding.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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. All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Web site:** <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 September 23, 2013 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. Pursuant to 49 CFR 232.307(d), if no comment objecting to the requested modification is received by September 23, 2013, or if FRA does not issue a written objection to the requested modification, the modification will become effective by October 7, 2013.

Anyone is able to 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.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2013-17614 Filed 7-22-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 33 (Sub-No. 313X)]

**Union Pacific Railroad Company—
Abandonment Exemption—in Miami
County, KS**

Union Pacific Railroad Company (UP) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon 0.50 miles of the Osawatomie Industrial Lead, from milepost 335.0 to milepost 335.5 near Osawatomie, in Miami County, Kan. The line traverses United States Postal Service Zip Code 66064.

UP has certified that: (1) No local traffic has moved over the line for at least two years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 22, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 2, 2013. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 12, 2013, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to UP's representative: Mack H. Shumate, Jr., 101 North Wacker Drive, #1920, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

UP has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by July 26, 2013. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA, at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), UP shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by UP's filing of a notice of consummation by July 23, 2014, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: July 16, 2013.

By the Board, Richard Armstrong, Acting Director, Office of Proceedings.

Derrick A. Gardner,
Clearance Clerk.

[FR Doc. 2013-17616 Filed 7-22-13; 8:45 am]

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