

Bullhead 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: *Effective Date:* This notice is effective November 29, 2013 and applicable on November 21, 2013.

FOR FURTHER INFORMATION CONTACT: Jared M. Raymond, Airport Planner, Federal Aviation Administration, 2800 N. 44th Street, Suite 510, Phoenix, Arizona 85008, Telephone: (602) 379-3022.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Laughlin/Bullhead International Airport are in compliance with applicable requirements of 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as "Part 150"), effective November 21, 2013. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "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 Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the 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 Mohave County Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in section 150.7 of Part 150 includes: Exhibit 1 Existing (2012) Noise Exposure Map and Exhibit 2 Future (2017) Noise Exposure Map. The existing and future Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configuration and runway expansion (future), noise sensitive land uses such as residential, noise sensitive

institutions, and schools are shown within the existing and future noise contours. Arrival and departure flight tracks for the existing and five-year forecast Noise Exposure Maps are found in Exhibits 2C, 2D, 2F, 2G and 2H. Table 2C summarized the operational fleet mix for Laughlin/Bullhead International Airport for existing (2012) and future (2017) conditions. Table 2D summarizes the type and frequency (in percentage) of aircraft operations (including nighttime operations) for existing conditions (2012) and future conditions (2017). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on November 21, 2013.

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 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 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 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 Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for

examination at the following locations during normal business hours:

Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261;

Federal Aviation Administration, Phoenix Airports Field Office, 2800 N. 44th Street, Suite 510, Phoenix, Arizona 85008;

Laughlin/Bullhead International Airport, 2550 Laughlin View Drive, Suite 117, Bullhead City, Arizona 86429; Monday thru Friday 8:00 a.m. to 5:00 p.m.

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

Issued in Hawthorne, California, on November 21, 2013.

Mark A. McClardy,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 2013-28643 Filed 11-27-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

MAP-21 Comprehensive Truck Size and Weight Limits Study Public Meeting and Outreach Sessions

AGENCY: Federal Highway Administration (FHWA); DOT.

ACTION: Notice of Public Meetings.

SUMMARY: This notice announces two upcoming public meetings on the Moving Ahead for Progress in the 21st Century Act (MAP-21) Comprehensive Truck Size and Weight Limits Study. The Transportation Research Board Committee for Review of the U.S. Department of Transportation (DOT) Truck Size and Weight Limits Study will hold a public meeting that will include presentations from DOT on the Desk Scans produced by the DOT MAP-21 Comprehensive Truck Size and Weight Limits Study. The DOT will hold a second public outreach session to provide an update on the progress of the MAP-21 Comprehensive Truck Size and Weight Limits Study.

DATES: The National Academies' Transportation Research Board Committee for Review of the DOT Truck Size and Weight Study—Public Meeting will be held on n December 5, 2013 from 10:30 a.m. to 6 p.m., e.t. The DOT Comprehensive Truck Size and Weight Limits Study—Second Public Outreach Session (Webinar) will be held on

December 18, 2013 from 1 p.m. to 5 p.m., e.t.

ADDRESSES: The National Academies' Transportation Research Board Committee for Review of the DOT Truck Size and Weight Limits Study—Public Meeting will be held at the Keck Center of the National Academies, 500 Fifth Street NW., Washington, DC, Room 101. The DOT Comprehensive Truck Size and Weight Limits Study—Second Public Outreach Session will be held as a Webinar. Additional Webinar details and registration information will be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list and will also be posted on FHWA's Truck Size and Weight Web site.

FOR FURTHER INFORMATION CONTACT:

Email CTSWStudy@dot.gov, or contact Mr. Thomas Kearney at: (518) 431-8890, Tom.Kearney@dot.gov; Edward Strocko, (202) 366-2997, ed.strocko@dot.gov; Office of Freight Management and Operations, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Background

The MAP-21 (Pub. L. 112-141) requires DOT to conduct a Comprehensive Truck Size and Weight Limits Study (MAP-21 § 32801) addressing differences in safety risks, infrastructure impacts, and the effect on levels of enforcement between trucks operating at or within Federal truck size and weight (TSW) limits and trucks legally operating in excess of Federal limits; comparing and contrasting the potential safety and infrastructure impacts of alternative configurations (including configurations that exceed current Federal TSW limits) to the current Federal TSW law and regulations; and, estimating the effects of freight diversion due to these alternative configurations.

The FHWA has requested a National Research Council (NRC) committee to be convened by TRB to provide a peer review of the Comprehensive Truck Size and Weight Limits Study. This will include two separate peer reviews. The first peer review will assess the Desk Scan Reports based on their thoroughness in reviewing the existing literature, analysis of existing models and data for conducting the comprehensive study, and an overall synthesis of the preceding body of work. The second peer review will be on the extent to which the technical analysis and findings address the issues

identified by Congress in Section 32801 of MAP-21.

Public Meetings

On December 5, 2013 from 10:30 a.m. to 6:00 p.m., e.t., the Transportation Research Board Committee for Review of the DOT Truck Size and Weight Limits Study will hold a public meeting at the Keck Center of the National Academies, 500 Fifth Street NW., Washington, DC, Room 101. The program will include presentations from DOT on the Desk Scans produced by the DOT MAP-21 Comprehensive Truck Size and Weight Limits Study. The Transportation Research Board will post the meeting agenda at: <http://www8.nationalacademies.org/cp/projectview.aspx?key=49568>.

On December 18, 2013 from 1:00 p.m. to 5:00 p.m., e.t., DOT will hold the second public outreach session to provide an update on the MAP-21 Comprehensive Truck Size and Weight Limits Study progress. This session will be held as a Webinar and will include a review of draft Desk Scans, project plans, selected truck configurations, and an updated project schedule. This Webinar will be recorded. Prior to the Webinar, DOT will post documents at: <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>. The DOT will accept comments on these materials through January 3, 2014. Additional Webinar details and registration information will be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list and posted on FHWA's Truck Size and Weight Web site.

The DOT invites participation in these meetings by all those interested in the MAP-21 Comprehensive Truck Size and Weight Limits Study.

Issued on: November 22, 2013.

Jeffrey A. Lindley,

Associate Administrator for Operations.

[FR Doc. 2013-28582 Filed 11-27-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meeting; Unified Carrier Registration Plan Board of Directors

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

ACTION: Notice of Unified Carrier Registration Plan Board of Directors Meeting.

TIME AND DATE: The meeting will be held on December 5, 2013, from 12:00 Noon to 3:00 p.m., Eastern Standard Time.

PLACE: This meeting will be open to the public via conference call. Any interested person may call 1-877-820-7831, passcode, 908048 to listen and participate in this meeting.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: November 22, 2013.

Larry W. Minor,

Associate Administrator, Office of Policy, Federal Motor Carrier Safety Administration.

[FR Doc. 2013-28797 Filed 11-26-13; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2011-0026]

Notification of Application for Approval of a Railroad Safety Program Plan

In accordance with part 236 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a letter dated October 15, 2013, the Long Island Rail Road petitioned the Federal Railroad Administration (FRA) for approval of a Railroad Safety Program Plan (RSPP) revision dated September 18, 2013. FRA assigned the petition Docket Number FRA-2011-0026.

The petition, the RSPP, and any related documents have been placed in Docket Number FRA-2011-0026 and are available for public inspection. FRA is not accepting comments on the RSPP revision.

A copy of the petition, as well as any written communications concerning the petition, is available for review and download online at <http://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.

Anyone is able to search the electronic form of any written