

again until at least the beginning of fiscal year 2017. This notice is being issued later than usual in the fiscal year due to the timing of multiple extensions of the FAA's authorizing legislation. These dates are subject to possible adjustment based on any future extensions to the FAA's authorizing legislation which currently expires July 15, 2016.

This notice is promulgated to expedite and facilitate the grant-making process.

The AIP grant program is operating under the requirements of Public Law 114-55, the "Airport and Airway Extension Act of 2015," enacted on September 30, 2015 and subsequently amended on March 30, 2016, which authorizes the FAA through July 15, 2016 and the "Consolidated Appropriations Act, 2016" which appropriates FY 2016 funds for the AIP.

Issued in Washington, DC, on April 7, 2016.

**Elliott Black,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2016-08766 Filed 4-14-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Request To Release Airport Property

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on request to release airport property at the Des Moines International Airport, Des Moines, Iowa.

**SUMMARY:** The FAA proposes to rule and invites public comment on the release of land at The Des Moines International Airport, Des Moines, Iowa, under the provisions of 49 U.S.C. 47107(h)(2).

**DATES:** Comments must be received on or before May 16, 2016.

**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: Kevin Foley, Airport Executive Director, 5800 Fleur Dr. Suite 207, Des Moines, IA 50321, (515) 256-5100.

**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](mailto: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 15.9323± acres of airport property at The Des Moines International Airport (DSM) under the provisions of 49 U.S.C. 47107(h)(2). On February 19, 2015, the Director of Engineering & Planning at The Des Moines International Airport requested from the FAA that approximately 15.9323± acres of property be released for sale to the Electro Management Corporation for use as a distribution warehouse consistent with the zoning ordinances of the City. On April 5, 2016, the FAA determined that the request to release property at The Des Moines International Airport (DSM) 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:

The Des Moines International Airport (DSM) is proposing the release of airport property totaling 15.9323 acres, more or less. This land is to be used for a distribution warehouse for the Electro Management Corporation. 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 The Des Moines International Airport (DSM) 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 The Des Moines International Airport.

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 The Des Moines International Airport.

Issued in Kansas City, MO, on April 6, 2016.

**Jim A. Johnson,**

*Manager, Airports Division.*

[FR Doc. 2016-08768 Filed 4-14-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Office of Commercial Space Transportation; Notice of Availability of the Final Environmental Assessment (Final EA), Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the Kodiak Launch Complex Launch Pad 3, Kodiak Island, Alaska

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of availability of the Final EA and FONSI/ROD.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code 4321 *et seq.*), Council on Environmental Quality NEPA implementing regulations (40 CFR parts 1500 to 1508), and FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the Final EA and FONSI/ROD for the Kodiak Launch Complex Launch Pad 3.

**FOR FURTHER INFORMATION CONTACT:** Ms. Stacey M. Zee, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Ave. SW., Suite 325, Washington DC 20591; email [Stacey.Zee@faa.gov](mailto:Stacey.Zee@faa.gov); telephone (202) 267-9305.

**SUPPLEMENTARY INFORMATION:** The Final EA was prepared to analyze the potential environmental impacts of the FAA modifying the Alaska Aerospace Corporation's (AAC's) Launch Site Operator License to include medium-lift launch capability at the Kodiak Launch Complex (KLC), a commercial launch site currently operated under a FAA Launch Site Operator License (LSO-03-008), which authorizes only small-lift operations. The Kodiak Launch Complex was renamed as Pacific Spaceport Complex Alaska, effective April 21, 2015. The EA keeps the name as KLC for continuity and ease of reviewing.

Expansion of launch capabilities at KLC would include the addition of new infrastructure necessary to support

medium-lift launches, including the construction of a launch pad and associated facilities. As part of the Proposed Action addressed in the EA, AAC would make improvements to the KLC to add both solid and liquid-propellant, medium-lift launch capability, and to operate the KLC in the future as a small-lift and medium-lift launch complex. Proposed construction at KLC includes six primary modifications: Construction of Launch Pad 3 (LP3), a vehicle processing facility, rocket staging facility, liquid fuel facility, mission control center and improvements to Pasagshak Point Road. Proposed launch operations would include up to six orbital small-lift launches and three medium-lift launches per year from the existing launch pads and from the proposed LP3; however, to be conservative in the analysis of potential environmental impacts, the EA assumes a maximum of nine medium-lift launches per year.

The EA addresses the potential environmental impacts of implementing the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not modify AAC's Launch Site Operator License to include medium-lift launch capability and AAC would not proceed with the construction of medium-lift launch support infrastructure at KLC. Existing launch activities for up to nine orbital small-lift class launches per year from the existing launch pads would continue.

The impact categories considered in the EA include air quality; compatible land use; Department of Transportation Act: Section 4(f); fish, wildlife, and plants; hazardous materials, pollution prevention, and solid waste; historical, architectural, archaeological, and cultural resources; light emissions and visual impacts; natural resources and energy supply; noise; socioeconomic, environmental justice, and children's environmental health and safety risk; water quality; and wetlands. The EA also considers potential cumulative environmental impacts.

The FAA has posted the Final EA and FONSI/ROD on the FAA Office of Commercial Space Transportation Web site: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/nepa\\_docs/review/operator/](http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/operator/).

The FAA published a Notice of Availability (NOA) of the Draft EA in the **Federal Register** on September 15, 2014. An electronic version was also made available on the FAA Web site. In addition, the FAA printed and mailed a copy of the Draft EA to local libraries. The FAA held an open house public

meeting on October 7, 2014. The public comment period for the Draft EA ended on November 1, 2014. After taking into consideration the nature of public comments received on the Draft EA, the FAA issued a Second Draft EA and provided the public with an opportunity to review and comment on updates and clarification information that had since been added to the EA in response to public comments. The FAA published a NOA of the Second Draft EA in the **Federal Register** on December 7, 2015. Interested parties were invited to submit comments on the Second Draft EA by January 11, 2016. Public comments on the Second Draft EA resulted in minor changes to the EA.

Issued in Washington, DC, on April 11, 2016.

**Daniel Murray,**

*Manager, Space Transportation Development Division.*

[FR Doc. 2016-08746 Filed 4-14-16; 8:45 am]

**BILLING CODE 4310-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; 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.

**DATES:** The meeting will be held on May 12, 2016, from 12:00 Noon to 3:00 p.m., Eastern Daylight Time.

**PLACE:** This meeting will be open to the public via conference call. Any interested person may call 1-877-422-1931, passcode 2855443940, 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: April 11, 2016.

**Larry W. Minor,**

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

[FR Doc. 2016-08865 Filed 4-13-16; 11:15 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0036]

#### Guidelines for the Safe Deployment and Operation of Automated Vehicle Safety Technologies

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

**ACTION:** Announcement of public meeting.

**SUMMARY:** NHTSA is announcing a second public meeting to seek input on planned guidelines for the safe deployment and operation of automated vehicles. NHTSA held its first public meeting on this topic on April 8, 2016, in Washington, DC. The intent of the operational guidelines is to encourage innovative and safe deployment of automated vehicle technologies. At this meeting, NHTSA is seeking public input on those aspects of automated vehicle (AV) systems that would benefit from operational guidelines. For example, of high importance to the Agency is information on the roadway scenarios and operational environments highly automated vehicles will need to address and the associated design and evaluation processes and methods needed to ensure that AV systems can detect and appropriately react to these scenarios such that a high level of safety is assured when these systems are deployed on US roadways.

Also of interest to the Agency is input on aspects of automated vehicle technology that may not be suitable or ready for guidelines. For these areas, information would be useful on alternative approaches to assure safety.

**DATES:** NHTSA will hold the public meeting on April 27, 2016, in Stanford, CA. The meeting will start at 9:00 a.m. and continue until 4:00 p.m., local time. Check-in will begin at 8 a.m.

**Location:** The meeting will be held at the CARS Facility at Stanford University, 473 Oak Rd, Stanford, CA 94305. This facility is accessible to individuals with disabilities. The meeting will also be webcast live, and a link to the actual webcast will be available through <http://www.nhtsa.gov/Research/Crash+Avoidance/Automated+Vehicles>.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about the public meeting, please contact us at [av\\_info\\_nhtsa@dot.gov](mailto:av_info_nhtsa@dot.gov).

Registration is necessary for all attendees. Attendees should register at