

town of Grundy advising that effective October 31, 2019, the town will be permanently closing Grundy Municipal Airport (GDY), Grundy, Virginia.

DATES: The permanent closure of the airport is effective as of October 31, 2019.

FOR FURTHER INFORMATION CONTACT: John M. Robinson, Airport Engineer, Washington Airports District Office, Federal Aviation Administration, 13873 Park Center Road, Suite 490S, Herndon, VA 20171, (703) 487-3976.

SUPPLEMENTARY INFORMATION: GDY is a small 89-acre non-towered, general aviation airport, that is listed in the national plan of integrated airport systems. It has been owned and operated by the town of Grundy since 1963. Although the town of Grundy has been the recipient of grant funding from the FAA in the past, the FAA recognizes that the town is no longer contractually obligated by these previous grant agreements to continue operating GDY as an airport. Section 46319 of Title 49 of the United States Code [49 U.S.C. 46319] provides that a public agency (as defined in 49 U.S.C. 47102) may not permanently close an airport listed in the national plan of integrated airport systems under 49 U.S.C. 47103 without providing written notice to the Administrator of the FAA at least 30 days before the date of the closure. The FAA recognizes the letter received September 4, 2019 from the town of Grundy meets that requirement. The FAA is publishing the town of Grundy's notice of permanent closure of Grundy Municipal Airport in accordance with 49 U.S.C. 46319(b).

Issued in, Herndon, VA, on September 18, 2019.

Matthew J. Thys,

Manager, Washington Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering, and Development Advisory Committee (REDAC); Notice of Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the Research, Engineering, and Development Advisory Committee (REDAC).

DATES: The meeting will be held on October 10, 2019, from 9 a.m.–4 p.m. EDT. Requests for accommodations to a disability must be received by September 26, 2019. Individuals requesting to speak during the meeting must submit a written copy of their remarks to DOT by September 26, 2019. Requests to submit written materials to be reviewed during the meeting must be received no later than September 26, 2019.

ADDRESSES: The meeting will be held at the FAA Headquarters, 800 Independence Avenue SW, Washington, DC 20591. Copies of the meeting minutes will be available on the REDAC internet website at <http://www.faa.gov/go/redac>. A final agenda will be posted on the REDAC internet website at <http://www.faa.gov/go/redac> at least one week in advance of the meeting. You can visit the REDAC internet website at <http://www.faa.gov/go/redac>.

FOR FURTHER INFORMATION CONTACT: Chinita A. Roundtree-Coleman, REDAC PM/Lead, FAA/U.S. Department of Transportation, at chinita.roundtree-coleman@faa.gov or (609) 485-7149. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The Research, Engineering, and Development Advisory Committee was created under the Federal Advisory Committee Act (FACA), in accordance with Public Law 100-591 (1988) and Public Law 101-508 (1990) to provide advice and recommendations to the FAA Administrator in support of the Agency's Research and Development (R&D) portfolio.

II. Agenda

At the meeting, the agenda will cover the following topics:

- FAA Research and Development Landscapes
- Emergence of new entrant vehicles and operations into the National Airspace System

III. Public Participation

The meeting will be open to the public on a first-come, first-served basis, as space is limited. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

There will be 45 minutes allotted for oral comments from members of the public joining the meeting. To accommodate as many speakers as possible, the time for each commenter may be limited. Individuals wishing to reserve speaking time during the meeting must submit a request at the time of registration, as well as the name, address, and organizational affiliation of the proposed speaker. If the number of registrants requesting to make statements is greater than can be reasonably accommodated during the meeting, the FAA may conduct a lottery to determine the speakers. Speakers are requested to submit a written copy of their prepared remarks for inclusion in the meeting records and for circulation to REDAC members. All prepared remarks submitted on time will be accepted and considered as part of the record. Any member of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 17, 2019.

Chinita A. Roundtree-Coleman,
REDAC PM/Lead, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0032]

Commercial Driver's License Standards: Application for Exemption; Daimler Trucks North America (Daimler)

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

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA announces that Daimler Trucks North America (Daimler) has requested an exemption for one commercial motor vehicle (CMV) driver from the Federal requirement to hold a U.S. commercial driver's license (CDL). Daimler request an exemption for Mr. Thomas Passegger, Project Engineer in Autonomous Trucks for Daimler. Mr. Passegger holds a valid German commercial license and wants to test drive Daimler vehicles on U.S. roads to better understand product requirements in "real world" environments, and verify results. Daimler states that the requirements for a German commercial license ensure that operation under the exemption will likely achieve a level of safety