

35. Talisman Energy USA Inc., Pad ID: 02 011 DCNR 587, ABR–201106029.R1, Ward Township, Tioga County, Pa.; Consumptive Use of Up to 6.0000 mgd; Approval Date: June 24, 2016.

36. Talisman Energy USA Inc., Pad ID: 03–086 Everts P, ABR–201606006, Columbia Township, Bradford County, Pa.; Consumptive Use of Up to 6.0000 mgd; Approval Date: June 24, 2016.

37. Chesapeake Appalachia, LLC, Pad ID: Lines, ABR–201111017.R1, Monroe Township, Bradford County, Pa.; Consumptive Use of Up to 7.5000 mgd; Approval Date: June 28, 2016.

38. Chesapeake Appalachia, LLC, Pad ID: Knapp, ABR–201111003.R1, Burlington and Ulster Townships, Bradford County, Pa.; Consumptive Use of Up to 7.5000 mgd; Approval Date: June 28, 2016.

**Authority:** Pub. L. 91–575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: July 28, 2016.

**Stephanie L. Richardson,**  
*Secretary to the Commission.*

[FR Doc. 2016–18267 Filed 8–1–16; 8:45 am]

**BILLING CODE 7040–01–P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Industry Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is hosting a public meeting to conclude the Aircraft Access to System Wide Information Management (AAAtS) Demonstration project. The meeting will inform flight operations stakeholders and information service providers on the demonstrated concept, prototype applications developed, and results collected throughout the project. This meeting is not a precursor to a request for proposal (RFP) or request for offer (RFO). The FAA is not seeking or accepting unsolicited proposals.

**DATES:** The public meeting will be held on August 16, 2016, from 8:00 a.m. to 4:30 p.m.

**ADDRESSES:** The public meeting will be held at Florida NextGen Test Bed, 557 Innovation Way, Daytona Beach, FL 32114.

**FOR FURTHER INFORMATION CONTACT:** Kelly Mulholland, ANG–C52, Technology Development and Prototyping, Federal Aviation Administration, 800 Independence Ave.

SW., Washington, DC 20591; telephone (202) 267–7970; email: 9-ANG-AAAtS@faa.gov.

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA's System Wide Information Management (SWIM) program is one of the transformational programs of the NextGen portfolio. SWIM utilizes a Service Oriented Architecture (SOA) to exchange aviation data and services without the restrictive, time consuming and expensive process of developing unique interfaces for the numerous systems and equipment used by the National Airspace System (NAS).

On November 17, 2014, the FAA hosted a public meeting for the Aircraft Access to System Wide Information Management (AAAtS) Phase 2 Working Group to discuss the operational needs for a capability such as AAAtS. AAAtS is a technology agnostic concept demonstration effort conducted by the FAA to improve collaborative decision making by establishing the airborne component of the ground based SWIM. AAAtS leverages rapidly growing air/ground third party service providers' infrastructure and technologies such as inflight Internet Protocol (IP) Data Link and Electronic Flight Bags (EFB) to exchange non-command and control/safety critical information between pilots and other NAS users without new equipment mandates.

To demonstrate feasibility and highlight the future potential of connecting aircraft to SWIM, the FAA developed prototype systems and applications in collaboration with industry partners and conducted live operational demonstrations with airline and business aircraft operators. The concept demonstrated by AAAtS will help create a shared NAS picture and is expected to contribute to increased predictability, flexibility, and efficiency through collaborative decision making. The FAA will summarize the demonstrations at the August 16, 2016, meeting to conclude the AAAtS Demonstration project.

##### Registration

To attend the meeting, participants must register via email by close of business day Tuesday, August 9, 2016. In accordance with security procedures, participants must provide the following information to 9-ANG-AAAtS@faa.gov: Full Name, Company, Phone Number, and U.S. Citizen (Y/N).

Issued in Washington, DC, on July 20, 2016.

**John Maffei,**

*Director (A), NextGen Portfolio Management and Technology Development.*

[FR Doc. 2016–18219 Filed 8–1–16; 8:45 am]

**BILLING CODE 4910–13–P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. 2016–84 ]

#### Petition for Exemption; Summary of Petition Received; Diamond Aircraft Industries GmbH

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

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before August 22, 2016.

**ADDRESSES:** Send comments identified by docket number FAA–2016–7399 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records

notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Paul Pellicano (404) 474-5558, Small Airplane Directorate, Regulations and Policy, ACE-111, 901 Locust, Kansas City, KS 64106.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on July 8, 2016.

**Dale Bouffiou,**

*Acting Director, Office of Rulemaking.*

### Petition for Exemption

*Docket No.:* FAA-2016-7399.

*Petitioner:* Diamond Aircraft Industries GmbH.

*Section(s) of 14 CFR Affected:* 23.1419(a).

*Description of Relief Sought:* This exemption, if granted, would exempt the Diamond Aircraft Industries, model DA 62 airplane from the 61-knot maximum landing configuration stall speed requirement with ice accretions and will also have a landing configuration stall speed, without ice accretions, above 61 knots.

[FR Doc. 2016-18232 Filed 8-1-16; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Buy America Waiver Notification

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the obligation of Federal-aid funds for 49 State projects involving the acquisition of vehicles and equipment on the condition that they be assembled in the U.S.

**DATES:** The effective date of the waiver is August 3, 2016.

**FOR FURTHER INFORMATION CONTACT:** For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, 202-366-1562, or via email at

[gerald.yakowenko@dot.gov](mailto:gerald.yakowenko@dot.gov). For legal questions, please contact Mr. William Winne, FHWA Office of the Chief Counsel, 202-366-1397, or via email at [William.Winne@dot.gov](mailto:William.Winne@dot.gov). Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at <http://www.archives.gov> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

##### Background

This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for the obligation of Federal-aid funds for 49 State projects involving the acquisition of vehicles (including sedans, vans, pickups, trucks, buses, and street sweepers) and equipment (such as trail grooming equipment) on the condition that they be assembled in the U.S. The waiver would apply to approximately 196 vehicles and equipment acquisitions. The requests for the first quarter of calendar year 2016, available at <http://www.fhwa.dot.gov/construction/contracts/cmaq160517.cfm>, are incorporated by reference into this notice. These projects are being undertaken to implement air quality improvement, safety, and mobility goals under FHWA's Congestion Mitigation and Air Quality Improvement Program and the Recreational Trails Program.

Title 23, Code of Federal Regulations, section 635.410 requires that steel or iron materials (including protective coatings) that will be permanently incorporated in a Federal-aid project must be manufactured in the U.S. For FHWA, this means that all the processes that modified the chemical content, physical shape or size, or final finish of the material (from initial melting and mixing, continuing through the bending and coating) occurred in the U.S. The statute and regulations create a process for granting waivers from the Buy America requirements when its application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. In 1983, FHWA determined that it was both in the public interest and consistent with the legislative intent to waive Buy America for manufactured products other than steel manufactured products. However, FHWA's national waiver for manufactured products does not apply

to the requests in this notice because they involve predominately steel and iron manufactured products. The FHWA's Buy America requirements do not have special provisions for applying Buy America to "rolling stock" such as vehicles or vehicle components (see 49 U.S.C. 5323(j)(2)(C), 49 CFR 661.11, and 49 U.S.C. 24405(a)(2)(C) for examples of Buy America rolling stock provisions for other DOT agencies).

Based on all the information available to the agency, FHWA concludes that there are no domestic manufacturers that produce the vehicles and vehicle components identified in this notice in such a way that their steel and iron elements are manufactured domestically. The FHWA's Buy America requirements were tailored to the types of products that are typically used in highway construction, which generally meet the requirement that steel and iron materials be manufactured domestically. In today's global industry, vehicles are assembled with iron and steel components that are manufactured all over the world. The FHWA is not aware of any domestically produced vehicle on the market that meets FHWA's Buy America requirement to have all its iron and steel be manufactured exclusively in the U.S. For example, the Chevrolet Volt, which was identified by many commenters in a November 21, 2011, **Federal Register** Notice (76 FR 72027) as a car that is made in the U.S., is comprised of only 45 percent of U.S. and Canadian content according to the National Highway Traffic Safety Administration's Part 583 American Automobile Labeling Act Report Web page ([http://www.nhtsa.gov/Laws+&+Regulations/Part+583+American+Automobile+Labeling+Act+\(AALA\)+Reports](http://www.nhtsa.gov/Laws+&+Regulations/Part+583+American+Automobile+Labeling+Act+(AALA)+Reports)). Moreover, there is no indication of how much of this 45 percent content is U.S.-manufactured (from initial melting and mixing) iron and steel content.

In accordance with Division K, section 122 of the "Consolidated and Further Continuing Appropriations Act, 2015" (Pub. L. 113-235), FHWA published a notice of intent to issue a waiver on its Web site at <http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=126> on May 17. The FHWA received no comments in response to the publication.

Based on FHWA's conclusion that there are no domestic manufacturers that can produce the vehicles and equipment identified in this notice in such a way that steel and iron materials are manufactured domestically, and after consideration of the comments received, FHWA finds that application of FHWA's Buy America requirements