

**SURFACE TRANSPORTATION BOARD****[Docket No. AB 55 (Sub-No. 764X)]****CSX Transportation, Inc.—  
Discontinuance of Service  
Exemption—in Pike County, KY**

CSX Transportation, Inc. (CSXT), filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over an approximately 5.1-mile rail line on its Northern Region, Louisville Division, and Coal Run Subdivision (also known as the Winns Branch), between mileposts CML 9.0 and CML 14.1, in Pike County, KY (the Line). The Line traverses United States Postal Service Zip Codes 41557 and 41501. There is one station on the Line, Frozen Creek at milepost 14 (FSAC 84185/OPSL 67466.08), which can be closed.

CSXT has certified that: (1) No local traffic has moved over the Line for at least two years; (2) since the Line is not a through line, no overhead traffic has moved over 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 before the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.<sup>1</sup>

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under *Oregon Short Line Railroad—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) to subsidize continued rail service has been received, this exemption will become effective on October 29, 2016 (50 days after the filing of the exemption), unless stayed pending reconsideration. Petitions to

<sup>1</sup> Section 1152.50(d)(1) requires that a railroad provide notice to governmental agencies 10 days before filing a notice for discontinuance. CSXT filed its notice with the Board on September 7, 2016, eight days after mailing notice of the proposed discontinuance to the governmental agencies. Therefore, we will consider the notice to have been filed with the Board on September 9, 2016.

stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)<sup>2</sup> must be filed by October 7, 2016.<sup>3</sup> Petitions to reopen must be filed by October 19, 2016, 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 CSXT's representative: Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

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

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: September 26, 2016.

By the Board, Rachel D. Campbell,  
Director, Office of Proceedings.

**Kenyatta Clay,**  
*Clearance Clerk.*

[FR Doc. 2016-23535 Filed 9-28-16; 8:45 am]

**BILLING CODE 4915-01-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Submission Deadline for  
Schedule Information for Chicago  
O'Hare International Airport, John F.  
Kennedy International Airport, Los  
Angeles International Airport, Newark  
Liberty International Airport, and San  
Francisco International Airport for the  
Summer 2017 Scheduling Season**

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

**ACTION:** Notice of submission deadline.

**SUMMARY:** Under this notice, the FAA announces the submission deadline of October 6, 2016, for summer 2017 flight schedules at Chicago O'Hare International Airport (ORD), John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO), in accordance with the International Air Transport Association (IATA) Worldwide Slot Guidelines (WSG). The deadline coincides with the schedule

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

<sup>3</sup> Because CSXT is seeking to discontinue service, not to abandon the Line, trail use/rail banking and public use conditions are not appropriate. Because there will be environmental review during abandonment, this discontinuance does not require an environmental review.

submission deadline for the IATA Slot Conference for the summer 2017 scheduling season.

**DATES:** Schedules must be submitted no later than October 6, 2016.

**ADDRESSES:** Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Avenue SW., Washington, DC 20591; facsimile: 202-267-7277; or by email to: [7-AWA-slotadmin@faa.gov](mailto:7-AWA-slotadmin@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Susan Pflugstler, System Operations Services, Air Traffic Organization, Federal Aviation Administration, 600 Independence Avenue SW., Washington, DC 20591; telephone number: 202-267-6462; email: [susan.pflugstler@faa.gov](mailto:susan.pflugstler@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA has designated EWR, LAX, ORD, and SFO as IATA Level 2 airports and JFK as an IATA Level 3 airport. The FAA currently limits scheduled operations at JFK by Order until October 27, 2018.<sup>1</sup>

The FAA is primarily concerned about scheduled and other regularly conducted commercial operations during peak hours, but carriers may submit schedule plans for the entire day. At ORD, the peak hours are 0700 to 2100 Central Time (1200 to 0200 UTC), at LAX and SFO from 0600 to 2300 Pacific Time (1300 to 0600 UTC), and at EWR and JFK from 0600 to 2300 Eastern Time (1000 to 0300 UTC). Carriers should submit schedule information in sufficient detail, including, at minimum, the operating carrier, flight number, scheduled time of operation, frequency, and effective dates. IATA standard schedule information format and data elements (Standard Schedules Information Manual or SSIM, Chapter 6) may be used. The WSG provides additional information on schedule submissions and updates at Level 2 and Level 3 airports.

The U.S. summer scheduling season for these airports is from March 26 through October 28, 2017, in recognition of the IATA northern summer period. The FAA understands there may be differences in schedule times due to different U.S. daylight saving time dates and will accommodate these differences to the extent possible.

JFK will have construction in 2017 on Runway 4R/22L for rehabilitation of pavement, widening of certain taxiways, new high speed taxiways, drainage system upgrades, and electrical light

<sup>1</sup> Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008) as amended 81 FR 32636 (May 24, 2016).

systems replacement. The Port Authority of New York and New Jersey (PANYNJ), the airport operator, plans to conduct the construction in three phases in order to minimize operational impacts during the busiest summer months of June through August. Phase I anticipates a full closure of Runway 4R/22L, currently scheduled from February 27 to June 1, 2017. Phase II anticipates closures nightly from 0400 to 1100 UTC from June 1 to September 4, 2017, followed by Phase III with a full Runway 4R/22L closure planned from September 5 to November 17, 2017. The FAA and the PANYNJ are working together to minimize operational disruptions to the extent possible. The FAA is also continuing to review alternative runway configurations and procedures and modeling potential capacity and delay impacts. Regular meetings are conducted with the FAA, PANYNJ, and airline station and other staff, and may be the best source of project updates and impacts.

LAX will undergo construction on Runway 7L/25R for runway safety areas and rehabilitation in 2017. Los Angeles World Airports (LAWA), the airport operator, will close the runway for approximately four months from January to May 2017. The final dates have not been determined at this time. LAWA conducts monthly meetings on construction updates with FAA local air traffic control and airline representatives. Such meetings may be the best source of project updates and impacts.

The FAA will use hourly runway capacity throughput for the Level 2 airports in its schedule reviews, considering any differences associated with runway construction or other operational factors. The FAA will also review the operational performance metrics at the airports for the summer 2016 scheduling season as additional data become available.

EWR is transitioning from Level 3 limitations under the FAA Order to a Level 2 designation effective with the winter 2016 scheduling season.<sup>2</sup> In reviewing schedules, the FAA will consider the recent operational performance metrics, delay projections when the Level 3 scheduling limits were adopted in 2008, and the scheduled flight levels the FAA accepted under the 2008 Order. Based on current and projected demand for the summer 2017 scheduling season, the FAA anticipates the 0700 to 0859 and 1400–2059 Eastern

<sup>2</sup> Operating Limitations at Newark Liberty International Airport, 73 FR 29550 (May 21, 2008) as amended 79 FR 16857 (Mar. 26, 2014). Change in Newark Liberty International Airport Designation, 81 FR 19861 (April 6, 2016).

Time (1100 to 1259 and 1800 to 0059 UTC) hours will be the highest demand periods and not all requests are likely to be accommodated during these times. Carriers should be prepared to adjust schedules to meet available capacity in order to minimize potential congestion and delay.

Each Level 2 airport also has a separate process adopted by the airport operator for certain types of flights, such as international passenger flights, or at particular terminals or gates. Those processes with the individual airports or terminals will continue separately from and in addition to the FAA review of schedules based on runway capacity. However, in conjunction with the schedule facilitators for terminal operations at those airports, the FAA may consider the need to harmonize terminal and runway availability in the schedule review process.

Issued in Washington, DC, on September 23, 2016.

**Daniel E. Smiley,**

*Vice President, System Operations Services.*

[FR Doc. 2016–23563 Filed 9–28–16; 8:45 am]

**BILLING CODE 4910–13–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

**TIME AND DATE:** The meeting will be held on October 13, 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: September 23, 2016.

**Larry W. Minor,**

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

[FR Doc. 2016–23654 Filed 9–27–16; 11:15 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[Docket Number: FTA–2016–0013]

#### Notice of Final Equal Employment Opportunity Program Circular

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of availability of final Circular.

**SUMMARY:** The Federal Transit Administration (FTA) has placed in the docket and on its Web site guidance in the form of a Circular to assist recipients in complying with various Equal Employment Opportunity regulations and statutes. The purpose of this Circular is to provide recipients of FTA financial assistance with instructions and guidance necessary to carry out the U.S. Department of Transportation's Equal Employment Opportunity regulations. FTA is updating its Equal Employment Opportunity Circular to clarify the requirements for compliance.

**DATES:** *Effective Date:* The final Circular becomes effective October 31, 2016.

**FOR FURTHER INFORMATION CONTACT:** For program questions, Anita Heard, Office of Civil Rights, Federal Transit Administration, 1200 New Jersey Avenue SE., Room E54–306, Washington, DC 20590, phone: (202) 493–0318, or email,

[anita.heard@dot.gov](mailto:anita.heard@dot.gov). For legal questions, Bonnie Graves, Office of Chief Counsel, 90 Seventh Street, Suite 15–300, San Francisco, CA 94103, phone: (202) 366–4011, fax: (415) 734–9489, or email, [bonnie.graves@dot.gov](mailto:bonnie.graves@dot.gov).

**SUPPLEMENTARY INFORMATION:** This notice provides a summary of the final changes to the EEO Circular and responses to comments. The final Circular itself is not included in this notice; instead, an electronic version may be found on FTA's Web site, at [www.transit.dot.gov](http://www.transit.dot.gov), and in the docket, at [www.regulations.gov](http://www.regulations.gov). Paper copies of the final Circular may be obtained by contacting FTA's Administrative Services Help Desk, at (202) 366–4865.

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