The FAA invites interested parties to submit written comments, data, or views. The agency also invites comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments or, if comments are filed electronically, commenters should submit only one time.

The FAA will file in the docket all comments it receives. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The agency may change this proposal in light of the comments it receives.

Proprietary or Confidential Business Information: Commenters should not file proprietary or confidential business information in the docket. Such information must be sent or delivered directly to the person identified in the FOR FURTHER INFORMATION CONTACT section of this document, and marked as proprietary or confidential. If submitting information on a disk or CD–ROM, mark the outside of the disk or CD–ROM, and identify electronically within the disk or CD–ROM the specific information that is proprietary or confidential.

Under 14 CFR 11.35(b), the FAA is aware of proprietary information filed with a comment, the agency does not place it in the docket. It is held in a separate file to which the public does not have access and the FAA places a note in the docket that it has received it. If the FAA receives a request to examine or copy this information, it treats it as any other request under the Freedom of Information Act (5 U.S.C. 552). The FAA processes such a request under Department of Transportation procedures found in 49 CFR part 7.

Issued in Washington, DC, on July 19, 2013.

Abigail Smith.
Aeronautical Navigation Products, Director.

[FR Doc. 2013–17940 Filed 8–1–13; 8:45 am]

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of Availability of Final Environmental Impact Statement (Final EIS)

AGENCY: Federal Aviation Administration.

ACTION: Notice of availability of Final EIS.

SUMMARY: In accordance with the National Environmental Policy Act of 1969 (NEPA, 42 U.S.C. 4321 et seq.) and Council on Environmental Quality regulations (40 CFR Part 1500–1508), the Federal Aviation Administration (FAA) is issuing this notice to advise the public that a Final EIS for proposed improvements to Runway Safety Areas at the Kodiak Airport has been prepared and is available for public review. Included in the Final EIS are a Subsistence Evaluation consistent with Section 810 of the Alaska National Interest Lands Conservation Act and a final evaluation pursuant to Section 4(f) of the Department of Transportation Act of 1966 (recodified as 49 U.S.C. 303(c)).

ADDRESSES: Copies of the Final EIS may be viewed online or during regular business hours at the following locations:


2. Federal Aviation Administration, Airports Division, 222 W. 7th Avenue #14, Anchorage, AK 99513–7587. (907) 271–5453.


4. Alaska Department of Transportation and Public Facilities, 4111 Aviation Avenue, Anchorage, AK 99502.

FOR FURTHER INFORMATION CONTACT: Leslie Grey, Environmental Specialist, Federal Aviation Administration, Alaskan Region, Airports Division, address 222 W. 7th Avenue Box #14, Anchorage, AK 99513. Ms. Grey may be contacted during business hours at (907) 271–5453 (telephone) and (907) 271–2851 (fax), or by email at Leslie.Grey@faa.gov.

SUPPLEMENTARY INFORMATION: The Final EIS discusses proposed improvements to the Runway Safety Areas for Runway 07/25 and Runway 18/36, which have the potential to result in significant adverse environmental impacts. The FAA has identified the following preferred alternatives to meet the need for improved Runway Safety Areas:

• Improvements to the Runway Safety Area for Runway 07/25: Alternative 2,
DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2012–0108; Notice 2]

Bridgestone Americas Tire Operations, LLC, Grant of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Grant of petition.


Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR Part 556, Bridgestone has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of the petition was published, with a 30-day public comment period, on December 3, 2012 in the Federal Register (77 FR 71679). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: http://www.regulations.gov/. Then follow the online search instructions to locate docket number “NHTSA–2012–0108.”

CONTACT INFORMATION: For further information on this decision contact Mr. Abraham Diaz, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–5310, facsimile (202) 366–7002.

Equipment Involved: Affected are approximately 1,102 Firestone Firehawk Wide Oval AS size 245/40R19 and 245/35R20 brand tires manufactured between June 19, 2011, and March 17, 2012. Only 97 of the affected tires are no longer under the control of the petitioner. Therefore, only those 97 tires are the subject of this petition.

Summary of Bridgestone’s Analyses: Bridgestone explains that the noncompliance is due to a mold labeling error the sidewall marking on the reference side of the tires incorrectly describes the actual number of plies in the tread area of the tires and therefore does not comply with paragraph §5.5(f) of FMVSS No. 139. Specifically, the tires in question were inadvertently manufactured with “TREAD 1 POLYESTER 2 STEEL 1 NYLON.” The labeling should have been “TREAD 1 POLYESTER 2 STEEL 2 NYLON.”

Bridgestone stated its belief that the subject noncompliance is inconsequential to motor vehicle safety because the subject tires meet or exceed all performance requirements as required in part by FMVSS No. 139 and that the noncompliant labeling has no impact on the operational performance or safety of vehicles on which these tires are mounted.

Bridgestone points out that NHTSA has previously granted similar petitions for non-compliances in sidewall markings.

Bridgestone has also informed NHTSA that it has corrected future production and will re-label the 1,005 contained tires to reflect correct construction.

In summation, Bridgestone believes that the described noncompliance of the subject tires is inconsequential to motor vehicle safety, and that its petition, to exempt from providing recall notification of noncompliance as required by 49 U.S.C. 30118 and remedi[ing the recall noncompliance as required by 49 U.S.C. 30120 should be granted.