

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael D. Esher, Airports/Ferry Administrator, Department of Public Works and Utilities, 9850 64th Street West, University Place, WA 98467.

FOR FURTHER INFORMATION CONTACT: Mr. Roman Piñon, Project Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Seattle Airports District Office, 1601 Lind Ave SW., Suite 250, Renton, WA 98057.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Tacoma Narrows Airport under the provisions of the AIR 21.

On July 6, 2009, the FAA determined that the request to release property at the Tacoma Narrows Airport submitted by Peninsula Metropolitan Park District (PenMet Parks) met the procedural requirements of the Federal Aviation Regulations, part 155. The FAA may approve the request, in whole or in part, no later than November 13, 2009.

The following is a brief overview of the request: The Tacoma Narrows Airport requests the release of 79.00 acres of non-aeronautical airport property to PenMet Parks, Gig Harbor/Pierce County, Washington. The purpose of this release is to allow PenMet Parks to own, manage and operate the Madrona Golf Course for the benefit of the public. The property will remain subject to the restrictions associated with the aviation reserve designation and will therefore; have no consequence to the airport.

Any person may inspect the request by appointment at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, inspect the application, notice and other documents germane to the application in person at the Tacoma Narrows Airport, 1202 26th Ave NW., Gig Harbor, WA 98335.

Issued in Renton, Washington on September 28, 2009.

Karen Miles,

Acting Manager, Seattle Airports District Office.

[FR Doc. E9-24225 Filed 10-6-09; 8:45 am]

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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.

TIME AND DATE: November 12, 2009, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free number and pass code needed to participate in these meetings by telephone.

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: October 1, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9-24303 Filed 10-5-09; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration (FAA)

[Docket No. FAA-2008-0221]

Operating Limitations at Newark Liberty International Airport

ACTION: Notice of order extending and modifying the limitations on scheduled operations at Newark Liberty International Airport.

SUMMARY: The FAA is amending the May 15, 2008, order limiting the number of scheduled aircraft operations at Newark Liberty International Airport (EWR) during peak operating hours (May 2008 order).¹ The amendment extends the May 2008 order by approximately two years, through October 29, 2011. In addition, because the amendment extends the May 2008 order's duration, the amendment clarifies that the FAA will not allocate new or returned capacity under the

¹ Order Limiting Scheduled Operations at Newark Liberty International Airport, 73 FR 29,550 (May 21, 2008).

order via the auction procedure that the order originally described.

If you wish to review the background documents or comments received in this proceeding, you may go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the electronic docket. You may also go to the U.S. Department of Transportation's Docket Operations in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

DATES: These amendments to the May 2008 order are effective immediately upon publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: James W. Tegtmeier, Associate Chief Counsel for the Air Traffic Organization; telephone—(202) 267-8323; e-mail—james.tegtmeier@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On June 5, 2009, the FAA published a notice that invited comments on its proposal to extend the May 2008 order limiting scheduled operations at EWR.² At the time, the May 2008 order was scheduled to expire on October 24, 2009. For the reasons described in the notice, it was unrealistic to expect a long-term rule to take effect and control the significant congestion-related delays that the FAA anticipated would occur at EWR if the May 2008 order were to expire as originally scheduled. Given the uncertainty over when a final rule would take effect and the impending expiration of the May 2008 order, the FAA proposed to extend the May 2008 order for approximately one year.

The FAA expected the one-year extension of the May 2008 order to serve as at least a partial bridge to the implementation of a long-term measure to control congestion and related delays at EWR. The FAA received written submissions on the proposal from seven commenters. The commenters include four scheduled carriers, two industry organizations, and the airport operator.

II. Summary and Analysis of the Comments

A. Amended Duration

Five of the seven commenters express support for an extension of the May 2008 order to prevent a return of the congestion-related delays that passengers previously experienced at EWR. Although the FAA proposed an

² 74 FR 27,060.