

that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program was approved, by the Manager of the Airports Division, Western-Pacific Region, effective April 20, 2011.

Approval was granted for one Noise Abatement Element, eight Land Use Management Elements and three Program Management Elements. The approved measures included: a pilot education program; maintaining an established communication process between DOT-A, Hawaii County, and Hawaii State Land Use Commission for the review of proposed development near the airport; DOT-A to encourage Hawaii County to revise the Environmental Quality Section of Hawaii County General Plan to include additional policies related to airport land use compatibility; establish an Airport Influence Area for Kona International Airport to define the area that land use compatibility policies would apply; DOT-A to encourage Hawaii County to adopt an airport compatibility checklist for discretionary review of projects within its vicinity; maintain compatible zoning designations within the 2013 60 DNL noise contour; require the dedication of noise and aviation easements through the subdivision approval process; adopt fair disclosure regulations to notify property owners of the noise generated by aircraft operations; adopt an airport noise overlay zone; monitor implementation of the part 150 Noise Compatibility Program; updated the Noise Exposure Maps and Noise Compatibility Programs as necessary; and acquire and implement a noise monitoring system.

The FAA determinations are set forth in detail in the Record of Approval signed by the Manager of the Airports Division, Western-Pacific Region, on April 20, 2011. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Kona International Airport at Keahole. The Record of Approval also will be available on-line at: [http://www.faa.gov/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports/environmental/airport_noise/part_150/states/)

Issued in Hawthorne, California on December 12, 2011.

**Mark A. McClardy,**

Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 2011-32500 Filed 12-19-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Request To Release Airport Property

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

**ACTION:** Notice of Intent To Rule on Request to Release Airport Property at the Liberal Mid-America Regional Airport & Airport Industrial Park Liberal, KS.

**SUMMARY:** The FAA proposes to rule and invites public comment on the release of land at the Liberal Mid-America Regional Airport & Airport Industrial Park, Liberal, Kansas, under the provisions of 49 U.S.C. 47107(h)(2).

**DATES:** Comments must be received on or before January 19, 2012.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Debra S. Giskie, Airport Manager, Liberal Mid-America Regional Airport & Airport Industrial Park, City of Liberal, P.O. Box 2199, Liberal, KS 67901, (620) 626-2207.

**FOR FURTHER INFORMATION CONTACT:** Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106, (816) 329-2644, [lynn.martin@faa.gov](mailto:lynn.martin@faa.gov).

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

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release approximately 0.33 acres of airport property at the Liberal Mid-America Regional Airport & Airport Industrial Park (LBL) under the provisions of 49 U.S.C. 47107(h)(2). On June 24, 2011, the Airport Manager at the Liberal Mid-America Regional Airport requested from the FAA that approximately 0.33 acres of property be released for sale to Allan and Charlene Classen for use as a repair/maintenance operation. On October 31, 2011, the FAA determined that the request to release property at the Liberal Mid-America Regional Airport and Airport Industrial Park (LBL) submitted by the Sponsor meets the procedural

requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

Liberal Mid-America Regional Airport and Airport Industrial Park (LBL) is proposing the release of one parcel, of 0.33 acres, more or less. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Liberal Mid-America Regional Airport and Airport Industrial Park (LBL) being changed from aeronautical to nonaeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at the Liberal Mid-America Regional Airport and Airport Industrial Park.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Liberal Mid-America Regional Airport and Airport Industrial Park.

Issued in Kansas City, MO, on November 30, 2011.

**Jim A. Johnson,**

Manager, Airports Division.

[FR Doc. 2011-32499 Filed 12-19-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Second Tier Environmental Impact Statement: Jackson County, MO

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Second Tier Environmental Impact Statement (EIS) will be prepared for proposed improvements to I-70 from west of the

Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Peggy J. Casey, Program Development Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, MO 65109, Telephone: (573) 636-7104; or Mr. David Nichols, Chief Engineer, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-4586.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), will prepare a Second Tier EIS to consider impacts of improvements to I-70 from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange in Jackson County, Missouri. The project length is approximately 6.8 miles.

In July 2008, FHWA in partnership with MoDOT initiated the I-70 First Tier EIS process for approximately 18 miles of I-70 corridor from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire Kansas City, Missouri Central Business District (CBD) Freeway Loop. Its purpose was to determine an improvement strategy for the corridor to address the following needs: Improve safety, reduce congestion, restore and maintain existing infrastructure, improve accessibility, and improve goods movement. Various concepts were combined to develop 15 initial strategies that were screened down to four first tier strategies. These four strategies included the No-Build Strategy, Improve Key Bottlenecks Strategy, Add General Lanes Strategy, and Transportation Improvement Corridor Strategy. After analysis and public review, the First Tier EIS identified a Selected Strategy to improve the I-70 corridor. The Selected Strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east of I-435. From east of I-435 to I-470, the Selected Strategy is either the Improve Key Bottlenecks Strategy or the Add General Lanes Strategy. In March 2010, the Draft First Tier EIS was published. A 49-day comment period, which included two public hearings and an online public hearing, followed publication of the draft. In December 2010, the Final First Tier EIS was published, with a Record of Decision published in April 2011.

The First Tier EIS recommended that the second tier environmental studies for the 18-mile I-70 corridor be divided into five sections of independent utility

(SIU). The intent of the second tier environmental studies is to build on and extend the work of the First Tier EIS for improving I-70 as part of the Mid-America Regional Council's long-range transportation plan. Each SIU will be evaluated to the appropriate level of detail (CE, EA, or EIS) within the National Environmental Policy Act process.

FHWA and MoDOT are now preparing a Second Tier EIS that covers the section of I-70 from west of the Paseo Boulevard Interchange to east of the Blue Ridge Cutoff interchange, encompassing two SIUs from the First Tier EIS. The two SIUs are the Urban SIU (Paseo Boulevard to U.S. 40) and I-435 Interchange SIU (U.S. 40 to Blue Ridge Cutoff). The Second Tier EIS will carry forward and refine the needs identified from the First Tier EIS and conduct an alternative analysis based on the Improve Key Bottlenecks Strategy. Through this study, more specific definitions of the improvements and their potential impacts will be developed for consideration by the general public and the various environmental and community resource agencies. Examples of these improvements include modifying access, fixing existing pavement and bridges, improving interchange ramps, adding collector-distributor roads, and providing for bus transit on shoulder. The Second Tier EIS will also evaluate a no-build alternative and alternatives coordinated with ongoing regional transit studies.

As part of the scoping process, interagency coordination meetings will be held with federal and state resource agencies and local agencies. In addition, informational meetings with the public and community representatives will be held to solicit input on the project. A location public hearing will be held to present the findings of the Draft Second Tier EIS. Public notice will be given announcing the time and place of all public meetings and the hearing. The Draft Second Tier EIS will be available for public and agency review and comment prior to the public hearing.

The Second Tier EIS will conform to the environmental review process as established in Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: Identification and invitation of cooperating and participating agencies; establishment of a coordination plan; and opportunities for additional agency and public comment on the project's purpose and

need, strategies, and methodologies for determining impacts.

To ensure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning this proposed action and the Second Tier EIS should be directed to the FHWA or MoDOT at the addresses provided above. Concerns in the study area include potential impacts to natural resources, cultural resources, and communities.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 14, 2011.

**Peggy J. Casey,**

*Program Development Team Leader, Jefferson City.*

[FR Doc. 2011-32492 Filed 12-19-11; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

### Federal Aviation Administration

### Environmental Impact Statement: Cook and DuPage Counties, IL

**AGENCIES:** Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), DOT.

**ACTION:** Revised Notice of Intent to Prepare an Environmental Impact Statement.

**SUMMARY:** The FHWA and FAA are issuing this notice to advise the public that a Tier Two Environmental Impact Statement will be prepared for the Elgin O'Hare—West Bypass in Cook and DuPage Counties, Illinois.

**FOR FURTHER INFORMATION CONTACT:** Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Jim Keefer, Manager, Chicago Airports District Office, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, Phone: (847) 294-7336. Diane M. O'Keefe, P.E., Deputy Director of Highways, Region One Engineer, Illinois Department of Transportation, 201 West Center Court, Schaumburg, Illinois 60196, Phone: (847) 705-4110. Kristi Lafleur, Executive Director, Illinois State Toll Highway Authority,