

File” field. The TPSC prefers that you provide submissions as an attached document. If you attach a document, please type “CBI Report to Congress” in the “Type Comment” field. The TPSC prefers submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf) format. If the submission is in another file format, please indicate the name of the software application in the “Type Comment” field. File names should reflect the name of the person or entity submitting the comments. Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the comments themselves. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the comment itself, rather than submitting them as separate files. Submissions should not exceed 30 single-spaced, standard letter-size pages in 12-point type, including attachments.

For any comments submitted electronically containing business confidential information, the file name of the business confidential version should begin with the characters “BC”. Any page containing business confidential information must be clearly marked “BUSINESS CONFIDENTIAL” on the top of that page and the submission should clearly indicate, via brackets, highlighting, or other means, the specific information that is business confidential. A submitter requesting business confidential treatment must certify that the information is business confidential and would not customarily be released to the public by the submitter. Additionally, the submitter should type “Business Confidential CBI Report to Congress” in the “Type Comment” field. If you file comments containing business confidential information, you also must separately submit a public version of the comments that we will place in the docket for public inspection. The file name of the public version should begin with the character “P”. The “BC” and “P” should be followed by the name of the person or entity submitting the comments. Filers submitting comments containing no business confidential information should name their file using the name of the person or entity submitting the comments.

You will receive a submission tracking number upon completion of the submissions procedure at [www.regulations.gov](http://www.regulations.gov). The tracking number is your confirmation that the submission was received into [www.regulations.gov](http://www.regulations.gov). The TPSC is not able to provide technical assistance for the Web site. The TPSC may not

consider documents that are not submitted in accordance with these instructions.

As noted, the TPSC strongly urges submitters to file comments through [www.regulations.gov](http://www.regulations.gov). You must make any alternative arrangements with Yvonne Jamison in advance of transmitting a comment. You can contact Ms. Jamison at (202) 395-3475.

We will post comments in the docket for public inspection, except business confidential information. You can view comments on the [www.regulations.gov](http://www.regulations.gov) Web site by entering the relevant docket number in the search field on the home page. You can find general information about the Office of the United States Trade Representative on its Web site: <http://www.ustr.gov>.

**Edward B. Gresser,**

*Chair, Trade Policy Staff Committee, Office of the United States Trade Representative.*

[FR Doc. 2017-14510 Filed 7-10-17; 8:45 am]

**BILLING CODE 3290-F7-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land Use Assurance Arlington Municipal Airport, Arlington, WA

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

**ACTION:** Notice.

**SUMMARY:** Notice is being given that the FAA is considering a proposal from the City of Arlington Airport Director to change certain portions of the airport from aeronautical use to non-aeronautical use at Arlington Municipal Airport, Arlington, WA. The proposal consists of ten parcels on the east side of the airfield adjacent to 59th Avenue, Northeast.

**DATES:** Comments must be received August 10, 2017.

**FOR FURTHER INFORMATION CONTACT:** Mr. David M. Ryan, Airport Director, City of Arlington, 18204 59th Avenue NE., Arlington, WA 98223; or Ms. Cayla D. Morgan, Environmental Protection Specialist, Seattle Airports District Office, 1601 Lind Avenue SW., Suite 250, Renton, WA 98057-3356, (425) 227-2653. Documents reflecting this FAA action may be reviewed at the above locations.

Written comments can be provided to Ms. Cayla D. Morgan, Environmental Protection Specialist, Seattle Airports District Office, 1601 Lind Avenue SW., Suite 250, Renton, WA 98057-3356.

**SUPPLEMENTARY INFORMATION:** Under the provisions of Title 49, U.S.C. 47153(c), and 47107(h)(2), the FAA is considering a proposal from the Airport Director, City of Arlington, to change a portion of the Arlington Municipal Airport from aeronautical use to non-aeronautical use. The proposal consists of ten parcels on the east side of the airport adjacent to 59th Avenue, Northeast.

The parcels are landlocked and do not have airfield access. They are currently being used for aerospace manufacturing, office space, and parking. They will remain rental property with all lease revenues going to the airport operating budget. The FAA concurs that the parcels are no longer needed for aeronautical purposes. The proposed use of this property is compatible with other airport operations in accordance with FAA’s Policy and Procedures Concerning the Use of Airport Revenue, published in **Federal Register** on February 16, 1999.

Issued in Renton, Washington, on June 30, 2017.

**Joelle Briggs,**

*Manager, Seattle Airports District Office.*

[FR Doc. 2017-14523 Filed 7-10-17; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### FAA Approval of Noise Compatibility Program; Westfield-Barnes Regional Airport, Westfield, Massachusetts

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the City of Westfield under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979. On June 14, 2017 the New England Region Airports Division Manager approved the Noise Compatibility Program under Part 150. On December 22, 2015, the FAA had determined the noise exposure maps submitted by the City of Westfield were in compliance with applicable requirements of Part 150.

**DATES:** The effective date of the FAA’s approval of the Westfield-Barnes Regional Airport noise compatibility program is June 14, 2017.

**FOR FURTHER INFORMATION CONTACT:** Richard Doucette, Federal Aviation Administration, New England Region, Airports Division, ANE-600, 1200

District Avenue, Burlington, MA 01803, telephone (781) 238-7613.

**SUPPLEMENTARY INFORMATION:**

**Authority:** 49 U.S.C. 47501-47510; 14 CFR part 150.

This notice announces that the FAA has given its overall approval to Westfield-Barnes Regional Airport noise compatibility program, effective June 14, 2017.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter the Act), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps.

The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR), Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

(a) The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

(b) Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

(c) Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the federal government; and

(d) Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems,

or adversely affecting other powers and responsibilities of the Administrator as prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute a FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action.

Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Regional Office in Burlington, Massachusetts.

The City of Westfield previously submitted to the FAA noise exposure maps and associated documentation produced during the noise compatibility planning study. The Westfield-Barnes Regional Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on December 22, 2015. Notice of this determination was published in the **Federal Register** on January 11, 2016.

The Westfield-Barnes Regional Airport study contains a proposed noise compatibility program comprised of actions designed for implementation by airport. The City of Westfield requested that the FAA evaluate and approve this material as a noise compatibility program as described in Section 104(b) of the Act. The FAA began its review of the program on March 13, 2017, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such a program.

The submitted program contained several changes to noise mitigation measures in the Noise Compatibility Program. Four measures were not recommended for approval and the FAA concurred. Three measures were recommended but the FAA disapproved those measures. One substantive change was recommended and approved by the FAA. This change allows for voluntary

acquisition of residential properties located in the 65DNL noise contour. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The New England Region Airports Division Manager therefore approved the overall program on June 14, 2017. 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 Westfield-Barnes Regional Airport.

Issued in Burlington, Massachusetts, on June 14, 2017.

**Mary T. Walsh,**

*Manager, Airports Division, FAA New England Region.*

[FR Doc. 2017-14522 Filed 7-10-17; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Summary Notice No. 2017-42]

**Petition for Exemption; Summary of Petition Received; Ela Aviation USA**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (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 July 31, 2017.

**ADDRESSES:** Send comments identified by docket number FAA-2017-0569 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, 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