

2015). I have ordered that Public Notice of these determinations be published in the **Federal Register**.

**Alyson Grunder,**

*Deputy Assistant Secretary for Policy, Bureau of Educational and Cultural Affairs, Department of State.*

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**BILLING CODE 4710-05-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Modification to Previously Published Notice of Intent To Prepare an Environmental Assessment

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

**ACTION:** Notice.

**SUMMARY:** The FAA is publishing this notice to advise the public of a modification to the Notice of Intent to Prepare an Environmental Assessment (EA) and notice of opportunity for public comment published in the **Federal Register** on April 21, 2014. Specifically, FAA is withdrawing a Terminal Area Apron Expansion Project from the scope of the EA, and the project will be subject instead to a discrete environmental review.

**FOR FURTHER INFORMATION CONTACT:**

Parks Preston, Assistant Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Room 220, College Park, Georgia 30337-2747, (404) 305-6799.

**SUPPLEMENTARY INFORMATION:** Paulding Northwest Atlanta Airport (PUJ) is located outside Atlanta, Georgia, in the town of Dallas, Georgia. Paulding County and the Paulding County Airport Authority (PCAA) own the airport. PUJ opened in 2008 and is designated as a general aviation airport. An EA for the construction of PUJ was completed in 2005. The 2005 EA evaluated the future Terminal Area Apron Expansion. In 2011, PUJ owners redesigned the Terminal Area Apron Expansion and conducted a supplemental environmental assessment (SEA) to consider potential environmental impacts associated with the revised project. The Georgia Department of Transportation (GDOT), as authorized by the FAA's State Block Grant Program, issued a Finding of No Significant Impact (FONSI), and the FAA issued a Record of Decision on the SEA in March 2011.

In September 2013, the PCAA submitted an application to the FAA requesting an Airport Operating

Certificate under title 14 Code of Regulations, Part 139. A Part 139 Airport Operating Certificate allows the airport to accommodate scheduled passenger-carrying operations, commonly referred to as "commercial service." In November 2013, several Paulding County residents filed a Petition for Review in the United States Court of Appeals for the District of Columbia of two categorical exclusions issued by GDOT for airfield improvement projects. The petitioners argued that the two projects were connected to the proposed introduction of commercial service at PUJ. On December 23, 2013, the petitioners and the FAA entered into a settlement agreement under which the FAA agreed to prepare, at a minimum, an EA for the proposed Part 139 Airport Operating Certificate and all connected actions. The FAA is currently in the process of preparing that EA (current EA). While the settlement agreement contemplated that the current EA would include all actions connected with the proposed issuance of the Part 139 Airport Operating Certificate, the FAA opted to include in the current EA all reasonably foreseeable airport improvement projects, whether or not connected with the proposed introduction of commercial service.

On April 21, 2014, the FAA published a "Notice of Intent to Prepare an Environmental Assessment and Notice of Opportunity for Public Comment" in the **Federal Register**, 79 FR 22177. The Notice of Intent identified all of the projects intended to be reviewed in the EA, including "construct[ion of] a terminal area expansion to provide hangars and apron area" which is the Terminal Area Apron Expansion Project. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, requires that where major steps toward implementation of the proposed action have not commenced within 3 years from the date of the issuance of an environmental finding, further environmental review is required. The current EA was to include the Terminal Area Apron Expansion Project because major steps toward implementation of the project had not been undertaken since the issuance of the FONSI in March 2011.

PUJ owners now desire to move forward with the Terminal Area Apron Expansion Project more expeditiously than will be possible if the project remains within the scope of the current EA. The primary need for expediting this project is the approaching expiration of a permit for the project issued by the U.S. Army Corps of

Engineers under section 404 of the Clean Water Act.

In accordance with FAA Order 1050.1F, where major steps toward implementation of a proposed action have not commenced within 3 years from the date of the issuance of a FONSI, a written reevaluation may be prepared. In this case, the general aviation apron has independent utility, is not connected to the Part 139 Airport Operating Certificate, and is therefore not required by the National Environmental Policy Act or the terms of the 2013 settlement agreement to be included in the EA. Accordingly, the current EA will no longer consider direct impacts of the Terminal Area Apron Expansion Project, but will address potential cumulative impacts associated with the project.

To satisfy the requirements of FAA Order 1050.1F, GDOT has prepared a written reevaluation of the project, and FAA concurred. The written reevaluation is available for review at PUJ and online at <http://www.paulding.gov/DocumentCenter/View/5935>.

Issued in Atlanta, Georgia, on August 28, 2017.

**Larry F. Clark,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 2017-18920 Filed 9-5-17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

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

**ACTION:** Notice of intent of waiver with respect to land; Indianapolis International Airport, Indianapolis, Indiana.

**SUMMARY:** The FAA is considering a proposal to change 22.111 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Indianapolis International Airport, Indianapolis, Indiana. The aforementioned land is not needed for aeronautical use. The future use of the property is for commercial and industrial development. The land is located on the northwest corner of Ronald Reagan Parkway and Stafford Road.

There are no impacts to the airport by allowing the Indianapolis Airport Authority to dispose of the property.

**DATES:** Comments must be received on or before October 6, 2017.

**ADDRESSES:** Documents are available for review by appointment at the FAA Chicago Airports District Office, Melanie Myers, Program Manager, 2300 East Devon Avenue, Des Plaines, IL 60018 Telephone: (847) 294-7525/Fax: (847) 294-7046 and Eric Anderson, Director of Properties, Indianapolis Airport Authority, 7800 Col. H. Weir Cook Memorial Drive, Indianapolis, Indiana 46241 (317) 487-5135

Written comments on the Sponsor's request must be delivered or mailed to: Melanie Myers, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018 Telephone Number: (847) 294-7525/FAX Number: (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Melanie Myers, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018 Telephone: (847) 294-7525/Fax: (847) 294-7046.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The vacant land consists of fifteen (15) original airport acquired parcels. These parcels were acquired under grants 3-18-0038-17, 3-18-0038-18, 3-18-0038-23, 3-18-0038-24, 3-18-0038-25, 3-18-0038-45, or without federal participation. The future use of the property is for commercial and industrial development.

The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

This notice announces that the FAA is considering the release of the subject airport property at the Indianapolis International Airport from federal land covenants, subject to a reservation for continuing right of flight as well as restrictions on the released property as required in FAA Order 5190.6B section 22.16. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

### Legal Description

Part of the Northwest Quarter of Section 32, Township 15 North, Range 2 East in Hendricks County, Indiana, more particularly described as follows:

Commencing at a mag nail with washer stamped "Cripe Firm No. 0055" (hereinafter referred to as "a mag nail") at the Southeast corner of the Northwest Quarter of said Section 32; thence North 00 degrees 23 minutes 29 seconds East (assumed bearing) along the East line of said Northwest Quarter 117.10 feet; thence North 89 degrees 36 minutes 38 seconds West 16.50 feet to a  $\frac{5}{8}$  inch diameter rebar with a yellow plastic cap stamped "Cripe Firm No. 0055" (hereinafter referred to as "a rebar") on the West right of way line of Ronald Reagan Parkway and the POINT OF BEGINNING; thence North 00 degrees 23 minutes 29 seconds East along the said West right of way line and parallel to the said East line 1250.78 feet to the North line of land described in Deed Record 301, page 852, recorded in the Office of the Recorder of Hendricks County, Indiana; thence North 89 degrees 59 minutes 55 seconds West parallel with the South line of said Northwest Quarter 755.60 feet to the Northwest corner of land described in Deed Record 301, page 406, recorded in said Recorder's Office and "a rebar"; thence South 00 degrees 23 minutes 29 seconds West parallel with the East line of said Northwest Quarter 723.00 feet to the Southwest corner of land described in Deed Record 303, page 419, recorded in said Recorder's Office; thence South 89 degrees 59 minutes 55 seconds East along the South line of said described land and parallel with the South line of said Northwest Quarter 191.30 feet to the Northwest corner of land described in Deed Record 312, page 3, recorded in said Recorder's Office and "a rebar"; thence South 00 degrees 23 minutes 29 seconds West along the West line of said described land and parallel with the East line of said Northwest Quarter 150.00 feet to the North line of land described in Deed Record 299, page 605, recorded in said Recorder's Office; thence North 89 degrees 59 minutes 55 seconds West along said North line and parallel with the South line of said Northwest Quarter 191.30 feet to the Northwest corner thereof; thence South 00 degrees 23 minutes 29 seconds West along the West line of said described land and parallel with the East line of said Northwest Quarter 146.52 feet to the Northeast corner of land described in Instrument No. 199800012353, recorded in said Recorder's Office and "a rebar"; thence North 89 degrees 59 minutes 55 seconds West along the

North line of said described land and parallel with the South line of said Northwest Quarter 125.00 feet to the Northwest corner thereof; thence South 00 degrees 23 minutes 29 seconds West along the West line of said described land and parallel with the East line of said Northwest Quarter 236.93 feet to "a rebar" on the North right of way line of Stafford Road (the next four courses are along said North right of way line); (1) thence South 89 degrees 59 minutes 55 seconds East parallel with the said South line 132.72 feet to "a rebar"; (2) thence South 81 degrees 28 minutes 04 seconds East 132.70 feet to "a rebar"; (3) thence South 89 degrees 59 minutes 55 seconds East parallel with the said South line 574.15 feet to "a rebar"; (4) thence North 59 degrees 12 minutes 36 seconds East 49.52 feet to the POINT OF BEGINNING, containing 22.111 acres, more or less

Issued in Des Plaines, Illinois on August 29, 2017.

**Carlton Lambiasi,**

*Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in Alaska

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

**ACTION:** Notice of Limitations on Claims for Judicial Review of Actions by the FHWA and other Federal agencies.

**SUMMARY:** This notice announces actions taken by the FHWA and other federal agencies that are final. The actions relate to a proposed highway project, Seward Highway Milepost 75 to 90 Road and Bridge Rehabilitation, in the Kenai Peninsula Borough and the Municipality of Anchorage, Alaska. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA is advising the public of final agency action subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the listed highway project will be barred unless the claim is filed on or before *February 5, 2018*. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Mr. Henry Rettinger, Central Region Area