

FOR FURTHER INFORMATION CONTACT: Mark Zimmer, Department of State's Office of the U.S. Special Envoy for Sudan and South Sudan, tel.: 202-647-4531.

SUPPLEMENTARY INFORMATION: Section 12(b) of Executive Order 13761, as amended by section 1(c) of Executive Order 13804, states that sections 1, 4, 5, 6, and 7 of that Executive Order are effective on October 12, 2017, provided that the Secretary of State, in consultation with the Secretary of the Treasury, the Director of National Intelligence, and the Administrator of the U.S. Agency for International Development, has published a notice in the **Federal Register** on or before that date, stating that the Government of Sudan has sustained the positive actions that gave rise to the Executive Order, and that the Secretary of State has provided to the President the report described in section 10 of that Executive Order.

The Secretary of State, in consultation with the Secretary of the Treasury, the Director of National Intelligence, and the Administrator of the U.S. Agency for International Development, hereby states that the Government of Sudan has sustained the positive actions that gave rise to Executive Order 13761 of January 13, 2017. The Secretary of State has also provided to the President the report described in section 10 of Executive Order 13761, as amended.

As a result, the criteria set forth in section 12(b) of Executive Order 13761, as amended, have been satisfied, and sections 1, 4, 5, 6, and 7 of Executive Order 13761, as amended, are effective on October 12, 2017.

Dated: October 4, 2017.

Rex W. Tillerson,
Secretary of State.

[FR Doc. 2017-21927 Filed 10-10-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2017-76]

Petition for Exemption; Summary of Petition Received; Airlines for America

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation 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 October 31, 2017.

ADDRESSES: Send comments identified by docket number FAA-2017-0893 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 (DOT), 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 Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Nia Daniels, (202) 267-7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on October 3, 2017.

Lirio Liu,
Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2017-0893.
Petitioner: Airlines for America.

Sections of 14 CFR Affected:
121.339(c).

Description of Relief Sought: Airlines for America (A4A), on behalf of its affected operators, petitions for an exemption to operate Boeing B757-200 and -300 series aircraft with the survival kits remotely stowed from the slide/rafts. A4A has also petitioned for survival kits to be remotely stowed from the slide/rafts for the Airbus A319/A320/A321 aircraft, which the FAA has previously granted in Exemption No. 17291.

[FR Doc. 2017-21913 Filed 10-10-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice Suspending Implementation of the Environmental Impact Statement and Record of Decision for the Philadelphia International Airport Capacity Enhancement Program

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Suspending implementation of the Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Philadelphia International Airport (PHL) Capacity Enhancement Program (CEP).

SUMMARY: The FAA is suspending further implementation of the December 2010 ROD for the Philadelphia International Airport (PHL) CEP. Due to unforeseen changes in operations at PHL, several of the airfield capacity enhancing components identified in the CEP ROD are not needed at this time. When the CEP ROD was issued, operations at PHL were forecasted to reach 555,112 in 2016 and 699,799 in 2025. PHL was consistently ranked as one of the most delayed airports in the nation. Delays at PHL contributed to delays throughout the region and across the nation and were resulting in substantial costs in time and money for passengers and airlines. However, unforeseen changes in the aviation industry and aircraft activity have resulted in considerably less activity at PHL. Actual operations at PHL in 2016 were 394,022, nearly thirty percent lower than originally forecasted. PHL is no longer experiencing severe congestion or significant delays. Over recent years, there has been no indication or reason to believe that forecasted operations and associated delays at PHL will reach the level experienced at the time FAA approved the CEP ROD. Since there is no longer