

funds will not be available again until at least the beginning of fiscal year 2013. This notification requirement does not apply to non-primary airports covered by the block-grant program.

FOR FURTHER INFORMATION CONTACT: Mr. Frank J. San Martin, Manager, Airports Financial Assistance Division, APP-500, on (202) 267-3831.

SUPPLEMENTARY INFORMATION:

Title 49 of the United States Code, section 47105(f), provides that the sponsor of each airport to which funds are apportioned shall notify the Secretary by such time and in a form as prescribed by the Secretary, of the sponsor's intent to apply for its apportioned funds, also called entitlement funds. Therefore, the FAA is hereby notifying sponsors about steps required to ensure that the FAA has sufficient time to carryover and convert remaining entitlement funds, due to processes required under federal and local laws. This notice applies only to those airports that have had entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States. Sponsors intending to apply for any of their available entitlement funds, including those unused from prior years, shall submit by 12 p.m. prevailing local time on Tuesday, May 1, 2012, a written indication to the designated Airports District Office (or Regional Office in regions without Airports District Offices) their intent to submit a grant application no later than close of business Friday, August 10, 2012, to use their fiscal year 2012 entitlement funds available under Title 49 of the United States Code, section 47105(f). This notice must address all entitlement funds apportioned for fiscal year 2012. By Friday, July 13, 2012, airport sponsors that have not yet submitted a final application to the FAA, should notify the FAA of any issues with meeting the final application deadline of August 10, 2012. Absent notification by the May 1st deadline and/or subsequent notification of any issues by the July 13th deadline, the FAA will proceed after Friday, August 10, 2012 to take action to carry over all remaining entitlement funds without further notice, and the funds will not be available again until at least the beginning of fiscal year 2013.

This notice is promulgated to expedite and prioritize the grant-making process.

The AIP grant program is operating under the requirements of Public Law 112-91 (Feb. 14, 2012), the "FAA Modernization and Reform Act of 2012," enacted on February 14, 2012,

which amends 49 U.S.C. 48103, to extend AIP through September 30, 2015.

Issued in Washington, DC on March 23, 2012.

Benito DeLeon,

Director, Office of Airport Planning and Programming.

[FR Doc. 2012-7734 Filed 3-29-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Availability of the final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) Signed March 20, 2012, for the Evaluation of the Potential Environmental Impacts Associated With the Dual Track Airport Project for the Brookings Regional Airport in Brookings, SD

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Availability of a final EA and FONSI/ROD for the evaluation of the potential environmental impacts associated with the Dual Track Airport Project for Brookings Regional Airport, Brookings, South Dakota.

SUMMARY: The FAA has issued the final EA and FONSI/ROD for the Dual Track Airport Project for Brookings Regional Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions".

POINT OF CONTACT: Ms. Patricia Dressler, Environmental Protection Specialist, FAA Bismarck Airports District Office (ADO), 2301 University Drive, Building 23B, Bismarck, North Dakota 58504. Telephone number (701) 323-7380.

SUPPLEMENTARY INFORMATION: The FAA is issuing a final EA and FONSI/ROD that evaluated the potential environmental impacts associated with the Dual Track Airport Project proposed Brookings Regional Airport Expansion at Brookings Regional Airport, Brookings, South Dakota. Based on the analysis contained in the final EA, the FAA has determined the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act

Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The Brookings Expansion project will provide an airport layout that achieves the project purpose, specifically, control over the Runway Protection Zones, sufficient runway length for the existing and anticipated future aircraft fleets, and a standard runway intersection for the two runways.

Sixteen alternatives (9 on site and 7 new airport locations) were studied for meeting the purpose and need. Thirteen of these alternatives were reviewed, analyzed, and discarded due to the degree of environmental impacts and/or not meeting purpose and need. A detailed discussion is in the FONSI/ROD Section entitled *V. Alternatives Considered and Discarded*. The selected alternative is one of three alternatives considered in the final EA. The selected alternative consists of addressing the identified needs.

The selected alternative includes the:

(1) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2) Issue final airspace determinations for the development listed on the ALP. (3) Eligibility for Federal grants-in-aid funds for eligible items. (4) Approval for the development or revision, implementation, and use of air traffic/flight procedures to implement the proposed action. (5) FAA finding of "No Historic Properties Affected" for the Proposed Action. (6) FAA finding of "may affect, not likely to adversely affect" the American burying beetle (*Nicrophorus americanus*) and the Western prairie fringed orchid (*Platanthera praeclara*). (7) FAA Finding of "may affect, likely to adversely affect" the Topeka shiner (*Notropis topeka*) an endangered species, however, in Formal Section 7 Consultation on the Endangered Species Act with the USFWS concluded that the action, as proposed, is not likely to jeopardize the continued existence of the Topeka shiner. (8) FAA floodplain finding that there is no prudent and practicable alternative to this impact and the propose action includes all practicable measures to minimize harm to floodplains. (9) FAA wetland finding that there is no practicable alternatives to such construction and the proposed action includes all practicable measure to minimize harm to wetlands.

These documents will be available for public review during normal business hours at:

Federal Aviation Administration
Bismarck ADO, 2301 University

Drive, Building 23B, Bismarck, North Dakota 58504;
 Brookings City Hall, Engineering Department, 311 3rd Avenue, Brookings, South Dakota 57706;
 Brookings Public Library, 515 3rd Street, Brookings, South Dakota 57706.

Issued in Bismarck North Dakota, March 20, 2012.

Thomas T. Schauer,

*Manager, Bismarck Airport District Office
 FAA, Great Lakes Region.*

[FR Doc. 2012-7741 Filed 3-29-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Schedule Information Submission Deadline for O'Hare International Airport, San Francisco International Airport, John F. Kennedy International Airport, and Newark Liberty International Airport for the Winter 2012-2013 Scheduling Season

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces the submission deadline of May 10, 2012, for Winter 2012-2013 flight schedules at Chicago's O'Hare International Airport (ORD), San Francisco International Airport (SFO), New York's John F. Kennedy International Airport (JFK), and Newark Liberty International Airport (EWR) in accordance with the International Air Transport Association (IATA) Worldwide Slot Guidelines. The deadline coincides with the schedule submission deadline for the IATA Slot Conference for the Winter 2012-2013 scheduling season.

SUPPLEMENTARY INFORMATION: The FAA has designated ORD as an IATA Level 2 airport, SFO as a Level 2 airport, JFK as a Level 3 airport, and EWR as a Level 3 airport. Scheduled operations at JFK and EWR are currently limited by FAA Orders until a final Congestion Management Rule for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport (RIN 2120-AJ89) becomes effective but not later than October 26, 2013.¹

¹ Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008) as amended 76 FR 18620 (Apr. 4, 2011); Operating Limitations at Newark Liberty International Airport, 73 FR 29550 (May 21, 2008) as amended 76 FR 18618 (Apr. 4, 2011).

The FAA is primarily concerned about planned passenger and cargo operations during peak hours, but carriers may submit schedule plans for the entire day. At ORD, the peak hours are 0700 to 2100 Central Time (1300 to 0300 UTC), at SFO from 0600 to 2300 Pacific Time (1400 to 0700 UTC), and at EWR and JFK from 0600 to 2300 Eastern Time (1100 to 0400 UTC). Carriers should submit schedule information in sufficient detail including, at minimum, the operating carrier, flight number, scheduled time of operation, frequency, and effective dates. IATA standard schedule information format and data elements (Standard Schedules Information Manual or SSIM) may be used.

The U.S. winter scheduling season for these airports is from October 28, 2012, through March 30, 2013, in recognition of the IATA northern winter period. The FAA understands there may be differences in schedule times due to different U.S. daylight saving time dates, and the FAA will accommodate these differences to the extent possible.

DATES: Schedules must be submitted no later than May 10, 2012.

ADDRESSES: Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Ave. SW., Washington, DC 20591; by facsimile to: 202-267-7277; or by email to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone number: 202-267-7143; fax number: 202-267-7971; email: rob.hawks@faa.gov.

Issued in Washington, DC, on March 27, 2012.

Rebecca B. MacPherson,

Assistant Chief Counsel for Regulations.

[FR Doc. 2012-7724 Filed 3-29-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice provides information regarding the FHWA's finding that a partial Buy America waiver is appropriate for the obligation of Federal-aid Congestion Mitigation and Air Quality (CMAQ) improvement

program funds for the purchase of eight 2012 Ford Escape hybrid four-wheel drive vehicles by Merced County, CA.

DATES: The effective date of the waiver is March 31, 2012.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202) 366-1562, or via email at gerald.yakowenko@dot.gov. For legal questions, please contact Mr. Michael Harkins, FHWA Office of the Chief Counsel, (202) 366-4928, or via email at michael.harkins@dot.gov. Office hours for the FHWA are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's database at: <http://www.gpo.gov>.

Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding the FHWA's finding that a partial Buy America waiver is appropriate for the obligation of Federal-aid CMAQ program funds for the purchase of eight 2012 Ford Escape hybrid four-wheel drive vehicles by Merced County, CA.

In accordance with Division A, section 123 of the "Consolidated Appropriations Act, 2010" (Pub. L. 111-117), the FHWA published a notice of intent to issue a waiver on its Web site for the eight 2012 Ford Escape hybrid vehicles. (<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=65>) on January 11th. The FHWA received eight comments in response to the publication. Two commenters objected to the proposed waiver but did not provide evidence of a domestic source that meets the appropriate requirements. One commenter questioned whether the Federal Acquisition Regulations (FAR) used by other Federal agencies for direct Federal procurement would allow for a