

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

(1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

(2) So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements including airport concessions, regardless of funding source:

"The (*Name of Sponsor*), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

e. Required Contract Provisions.

(1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporate the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

(2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts, statutes, and regulations.

(3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

(4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, creed, sex, age, disability, color, or national origin as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

(a) For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

(b) For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

It will provide for such methods of administration for the program as are found

by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program, will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

f. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

#### 6. Modification of Assurance 37

Assurance 37, the Disadvantaged Business Enterprises assurance has been modified to specifically note that the assurance applies to airport concession disadvantaged business enterprises.

#### 7. Modification of Assurance 20 for Non-Airport Sponsors Undertaking Noise Compatibility Program Projects

Paragraphs b and c of Assurance 20, Disposal of Land, have been deleted because these two paragraphs deal expressly about land that is acquired for airport development. Non-Airport Sponsors undertaking noise compatibility projects cannot undertake airport development projects and these two paragraphs were deleted. Paragraph d has been renumbered paragraph b.

\* \* \* \* \*

Issued in Washington, DC, on: March 28, 2014.

**Elliott Black,**

*Acting Director, Office of Airport Planning and Programming.*

[FR Doc. 2014-07462 Filed 4-2-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the National Parks Overflights Advisory Group Aviation Rulemaking Committee

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) and the National Park Service (NPS) are inviting interested persons to apply to fill one existing opening and one upcoming opening on the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC) to represent environmental concerns. Selected members will each serve 3-year terms.

**DATES:** Persons interested in applying for the NPOAG openings representing

environmental concerns need to apply by May 15, 2014.

**FOR FURTHER INFORMATION CONTACT:** Keith Lusk, Special Programs Staff, Federal Aviation Administration, Western-Pacific Region Headquarters, P.O. Box 92007, Los Angeles, CA 90009-2007, telephone: (310) 725-3808, email: *Keith.Lusk@faa.gov*.

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator of the FAA and the Director of NPS (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

In accordance with the Act, the advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

##### Membership

The NPOAG ARC is made up of one member representing general aviation, three members representing the commercial air tour industry, four members representing environmental concerns, and two members representing Native American interests. Current members of the NPOAG ARC are as follows:

The current NPOAG consists of Heidi Williams representing general aviation; Alan Stephen, Mark Francis, and Matthew Zuccaro representing commercial air tour operators; Greg

Miller, Michael Sutton, and Dick Hingson representing environmental interests with one open seat; and Rory Majenty and Martin Begaye representing Native American tribes. Mr. Hingson's 3-year membership expires on May 30, 2014.

### Selection

In order to retain balance within the NPOAG ARC, the FAA and NPS are seeking candidates interested in filling the current open seat and Mr. Hingson's soon to be expiring seat, both representing environmental concerns. The FAA and NPS invite persons interested in representing environmental concerns for these two seats on the ARC to contact Mr. Keith Lusk (contact information is written above in **FOR FURTHER INFORMATION CONTACT**). Requests to serve on the ARC must be made to Mr. Lusk in writing and postmarked or emailed on or before May 15, 2014. The request should indicate whether or not you are a member of an association or group related to environmental issues or have another affiliation with issues relating to aircraft flights over national parks. The request should also state what expertise you would bring to the NPOAG ARC as related to these issues and concerns. The term of service for NPOAG ARC members is 3 years. Current members may re-apply for another term.

On June 18, 2010, President Obama signed a Presidential Memorandum directing agencies in the Executive Branch not to appoint or re-appoint federally registered lobbyists to advisory committees and other boards and commissions. Therefore, before appointing an applicant to serve on the NPOAG, the FAA and NPS will require the prospective candidate to certify that they are not a federally registered lobbyist.

Dated: Issued in Hawthorne, CA, on March 26, 2014.

**Keith Lusk,**

*Program Manager, Special Programs Staff, Western-Pacific Region.*

[FR Doc. 2014-07289 Filed 4-2-14; 8:45 am]

**BILLING CODE 4910-13-P**

## 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; Terre Haute

International Airport; Terre Haute, Indiana.

**SUMMARY:** The FAA is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the transfer of airport property (as a part of a land swap) located at Terre Haute International Airport, Terre Haute, Indiana. The aforementioned land is not needed for aeronautical use.

The proposal consists of 6.374 acres located in the northeastern section of airport property that is not being used by the airport presently, to be transferred to the Indiana Department of Transportation (INDOT) in exchange for the section of State Road 342 (2.05 acres) that is within the Runway 23 Runway Protection Zone (RPZ). SR342 is the primary access to the Indiana Air National Guard Base at the airport and is the connector road between Frye Road and SR42. INDOT will use the parcel for the construction of Swalls Road, making it the connector to SR 42 from Frye Road maintaining access to the Indiana Air National Guard Base. A larger parcel is required to keep the connection intact between Frye Road and SR 42.

**DATES:** Comments must be received on or before May 5, 2014.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Azra Hussain, Program Manager, 2300 E. Devon Avenue, Des Plaines, Illinois 60018 Telephone: (847) 294-8252/Fax: (847) 294-7046 and Kara McIntosh, Deputy Director, Terre Haute International Airport, Terre Haute, Indiana, Telephone: 812-877-2524.

Written comments on the Sponsor's request must be delivered or mailed to: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Fax Number (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Telephone Number: (847) 294-8252/FAX Number: (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 subject land consists of a section of land running through a larger parcel

(approx. 128.168 acres) that was acquired by Terre Haute International Airport Authority, dated May 01, 2002 for the sum of \$350,305.50 using airport funds. While the land was not obtained with federal grant funds, the airport intends to seek reimbursement for the purchase with future entitlement funds. The Terre Haute International Airport Authority intends to swap the property for the section of State Road 342 (2.3 acres) which is owned by the Indiana Department of Transportation that is located in the Runway 23, Runway Protection Zone (RPZ) to allow for the construction of Swalls Road (6.374 acres). While the size of parcels is not identical, 6.374 acres is required to construct Swalls road connecting SR 42 with Frye Road, resulting in the closure of State Road 342 in the RPZ. The aforementioned land is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property.

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 Terre Haute International Airport, Terre Haute, Indiana, 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 that all measures covered by the program are eligible for grant-in-aid funding from the FAA.

Dated: Issued in Des Plaines, Illinois on March 28, 2014.

**James Keefer,**

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

[FR Doc. 2014-07463 Filed 4-2-14; 8:45 am]

**BILLING CODE 4910-13-P**

## UNITED STATES INSTITUTE OF PEACE

### Board of Directors Meeting

**AGENCY:** United States Institute of Peace.  
**ACTION:** Notice.

**SUMMARY:** Board of Directors meeting.  
**DATES:** Friday, April 25, 2014 (9 a.m.–4 p.m.).