

Estimated Residential Population within 2014 and 2019 DNL Contours. The FAA has determined that these maps for San Antonio International Airport are in compliance with applicable requirements. This determination is effective on January 12, 2015. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for San Antonio International Airport, also effective on January 12, 2015. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before July 11, 2015.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the

evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137

City of San Antonio Aviation Department, 9800 Airport Boulevard, San Antonio, Texas 78216

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas (January 12, 2015).

Ed Agnew,

Acting Manager, Airports Division.

[FR Doc. 2015-01004 Filed 1-21-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at Eufaula Municipal Airport, Eufaula, Oklahoma, Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice; correction.

SUMMARY: The FAA published a document in the **Federal Register** of December 5, 2014, concerning request for comments on the release of land at Eufaula Municipal Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21). The document contained the incorrect state.

FOR FURTHER INFORMATION CONTACT: Kathy Franklin, 817-222-5634

Correction

In the **Federal Register** of December 5, 2014, in FR Doc. 2014-28562, on page 1, in the Notice title, correct the Notice

title to read: Notice of Intent to Rule on Request to Release Airport Property at Eufaula Municipal Airport, EUFAULA, OKLAHOMA.

Dated: January 8, 2015,

Edward N. Agnew,

Acting Manager, Airports Division, Southwest Region.

[FR Doc. 2015-00996 Filed 1-21-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Environmental Impact Statement: Henderson County, Illinois

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Supplemental Environmental Impact Statement (EIS) will be prepared for the proposed widening and reconstruction of US 34 in Henderson County, Illinois.

FOR FURTHER INFORMATION CONTACT:

Catherine A. Batey, Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Kensil A. Garnett, P.E. Acting Deputy Director of Highways, Region 3 Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602, Phone: (309) 671-3333.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), will prepare a Supplemental EIS for the proposed widening and reconstruction of US 34 in Henderson County. The original EIS study limits were Carman Road (east of the Village of Gulfport) to the Village of Monmouth, Illinois, a total distance of approximately 24.8 miles, for which the Record of Decision was issued on August 18, 2003. The purpose of the project is to re-evaluate alternatives due to decertification of the Mississippi River levees in the portion near Gulfport. The anticipated project termini for this Supplemental EIS are from approximately one mile west of Carman Road to just east of TR 111 in Henderson County, a study area of approximately 8.2 miles.

The Supplemental EIS will evaluate alternatives including a No Action Alternative and various Build Alternatives. The Supplemental EIS will develop and evaluate a range of reasonable alternatives with an ultimate outcome of a single preferred alternative that addresses the type of facility to be