

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36079]

CCET, LLC—Lease and Operation Exemption—Rail Line of Norfolk Southern Railway Company in Adams County, Ohio.

CCET, LLC (CCET), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Norfolk Southern Railway Company (NSR) and operate a portion of NSR's CT Line, between milepost CT 62.20, east of Seaman, Ohio, and milepost CT 78.45, at Mineral Springs, Ohio (Line Extension).

CCET and NSR previously entered into a lease agreement on March 14, 2014, under which CCET leased a 24-mile portion of the CT Line between milepost CT 9.0 at Clare, Ohio, and milepost CT 32.83, west of Williamsburg, Ohio.¹ CCET and NSR also entered into an amendment to the lease agreement on December 9, 2014, to extend the lease approximately 29 miles from milepost CT 32.83, west of Williamsburg, Ohio, to milepost CT 62.20, east of Seaman, Ohio.² The parties now desire to further amend the lease to include the Line Extension to the east to allow CCET to pursue additional commercial opportunities.³

CCET states that the lease between CCET and NSR does not contain any provision that prohibits, restricts, or would otherwise limit future interchange of traffic with any third-party carrier.

CCET has certified that its projected annual revenues as a result of this transaction will not result in CCET's becoming a Class II or Class I rail carrier and will not exceed \$5 million.

CCET states that the lease and operation of the Line Extension will commence on or after December 21, 2016, the effective date of the exemption

(30 days after the verified notice of exemption was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 14, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36079 must be filed with Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H. M. Savage, 22 Rockingham Court, Germantown, MD 20874.

According to CCET, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available on our Web site at "WWW.STB.GOV".

Decided: December 2, 2016.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Tammy Lowery,

Clearance Clerk.

[FR Doc. 2016-29347 Filed 12-6-16; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice to Manufacturers of Airports In-Pavement Stationary Runway Weather Information Systems**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for information.

SUMMARY: The FAA is considering issuing waivers to foreign manufacturers of Active and/or Passive In-Pavement Stationary Runway Weather Information Systems that meet the requirements of FAA Advisory Circular (AC) 15015220-30, Airport Winter Safety and Operations. This notice requests information from manufacturers of systems meeting the technical requirements to determine whether a waiver to the Buy American Preferences should be issued. Projects funded under the Airport Improvement Program (AIP) must meet the requirements of Buy American Preferences.

DATES: The information must be received by January 23, 2017.

FOR FURTHER INFORMATION CONTACT: Mr. Carlos N. Fields, Airports Financial Assistance, APP 520, Rooms 619, FAA, 800 Independence Avenue SW., Washington, DC 20591, Telephone (202) 267-8826.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) manages a Federal grant program for airports called the Airports Improvement Program (AIP). AIP grant recipients must follow 49 U.S.C. 50101, Buy American Preferences.

Under 49 U.S.C 50101(b)(3), the Secretary of Transportation may waive the Buy American Preference requirement if the goods are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality.

The purpose of this notice is to request manufacturers of both passive and active in-pavement runway surface condition sensor systems, both domestic and foreign, to advise FAA of the system that they manufacture and whether it can meet the FAA Advisory Circular technical requirements. To respond to this notice, manufacturers are to submit a written statement confirming that they currently manufacture passive and/or active in-pavement runway weather information systems on their business letterhead and signed by an authorized designee. The FAA wants to determine if there is sufficient quantity of domestic manufacturers capable of meeting the FAA technical requirements. If the FAA cannot find that there are enough U.S. manufacturers, it may issue a nationwide waiver to the foreign manufacturers identified as being capable of meeting the technical requirements.

Technical Requirements: FAA Advisory Circular (AC) 150/5220-30, Airport Winter Safety and Operations recommend that in-pavements runway sensor systems comply with the performances and installations requirements of SAE Aerospace Recommended Practice 5533, Stationary Runway Weather Information System (In-pavement). The SAE specification is available for purchases at <http://www.sae.org>. Because the guidance and specification s in an Advisory Circular are mandatory for airport project using AIP grant funds, as in-pavement runway surface condition sensor system project that included any AIP grant funding must meet the requirements of SAE ARP5533.

After review, the FAA may issue a nationwide waiver to Buy American Preferences for foreign manufacturers or United States manufacturers that meet the Buy American preference requirements. Waivers would not be

¹ See CCET, LLC—Lease & Operation Exemption—Rail Line of Norfolk S. Ry., FD 35810 (STB served Apr. 4, 2014).

² See CCET, LLC—Lease & Operation Exemption—Rail Line of Norfolk S. Ry. in Clermont, Brown, & Adams Cty., Ohio, FD 35900 (STB served Feb. 6, 2015).

³ NSR previously discontinued operations over the Line Extension. See Norfolk S. Ry.—Discontinuance of Serv. Exemption—in Adams & Scioto Cty., Ohio, AB 290 (Sub-No. 373X) (STB served Dec. 3, 2014); Norfolk S. Ry.—Discontinuance of Serv. Exemption—in Clermont, Brown, & Adams Cty., Ohio, AB 290 (Sub-No. 370X) (STB served Jan. 15, 2015). Upon reaching an agreement with CCET to amend CCET's existing lease to operate the Line Extension, NSR informed the Board that it is reactivating service and its common carrier obligation for the Line Extension. See NSR Notification Letter, Nov. 4, 2016, Norfolk S. Ry.—Discontinuance of Serv. Exemption—in Clermont, Brown, & Adams Cty., Ohio, AB 290 (Sub-No. 370X).

issued for manufacturers that do not fully meet the technical requirements. This “nationwide waiver” would allow equipment to be used on airport projects without having to receive separate project waivers. Having a nationwide waiver allows projects to start quickly without have to wait for the Buyer American analysis to be completed for every project.

Items that have been granted a “nationwide waiver” can be found on the FAA Web site at: http://www.faa.gov/airports/aip/buy_american/.

Issued in Washington, DC, December 1, 2016.

Frank J. San Martin,

Manager, Airports Financial Assistance Division.

[FR Doc. 2016-29319 Filed 12-6-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA-2005-22842]

Notice of Opportunity To Participate: Criteria and Application Procedures for Participation in the Military Airport Program (MAP)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of criteria and application procedures.

SUMMARY: This document announces the criteria, application procedures, and schedule to be applied by the Secretary of Transportation in designating or redesignating a maximum of 15 current joint-use or former military airports (at any one time), seeking a designation or redesignation to participate in the MAP for the purposes of capital development funding assistance.

DATES: Applications must be received on or before February 6, 2017.

ADDRESSES: Submit a signed original of Standard Form (SF) 424, “Application for Federal Assistance,” prescribed by the Office of Management and Budget Circular A-102, available at <http://www.faa.gov/airports/aip/> along with all supporting and justifying documentation required by this notice. Applicant must specifically request to be considered for designation or redesignation to participate in the Fiscal Year (FY) 2017 MAP. Submission(s) should be sent to the Regional FAA Airports Division or Airports District Office that serves the airport. Applicants may find the proper office on the FAA Web site <http://www.faa.gov/airports/>

news information/contact info/ regional/ or may contact the office below.

FOR FURTHER INFORMATION CONTACT: Mr. Jonathan DiMartino (Jonathan.DiMartino@faa.gov), Airports Financial Assistance Division (APP-500), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue SW., Washington, DC 20591, (202) 267-8744.

SUPPLEMENTARY INFORMATION:

General Description of the Program

The MAP provides capital development assistance to civil airport sponsors of designated current joint-use military airfields or former military airports that are included in the FAA’s National Plan of Integrated Airport Systems (NPIAS). Airports designated to the MAP may be able to receive grant funds from a set-aside (currently four percent of Airport Improvement Program (AIP) discretionary funds) for airport development, including certain projects not otherwise eligible for AIP assistance. These airports are also eligible to receive grants from other categories of AIP funding.

The Secretary considers for designation only current joint-use or former military airports that meet the criteria set forth under “Designation Considerations,” below.

Number of Airports

A maximum of 15 airports per fiscal year may participate in the MAP, of which three may be General Aviation (GA) airports. There are twelve slots available in FY 2017. Of the twelve slots available, there are two GA slots available in FY 2017.

Term of Designation

The maximum term is five fiscal years following designation. The FAA can designate airports for a period of less than five years. The FAA will evaluate the conversion needs of the airport in its capital development plan to determine the appropriate length of designation.

Redesignation

Previously designated airports may apply for redesignation to an additional term or terms that may not exceed five years per each. Those airports must meet current eligibility requirements outlined in 49 U.S.C. 47118(a) at the beginning of each grant period. The FAA will evaluate applications for redesignation primarily in terms of justified projects specifically fundable only under the MAP as redesignees generally tend to have fewer conversion

needs than new candidates. The FAA’s goal is to graduate MAP airports to regular AIP participation by successfully converting these airports to civilian airport operations.

Eligible Projects

In addition to eligible AIP projects, the MAP can fund fuel farms, utility systems, surface automobile parking lots, hangars, and air cargo terminals up to 50,000 square feet. A designated or redesignated military airport can receive not more than \$7,000,000 in each fiscal year to construct, improve, or repair terminal building facilities. In addition, a designated or redesignated military airport can receive not more than \$7,000,000 each fiscal year for MAP eligible projects including hangars, cargo facilities, fuel farms, automobile surface parking, or utility work.

Designation Considerations

The MAP allows the Secretary of Transportation to designate current joint-use or former military airports (other than an airport so designated before August 24, 1994) to receive grants from the AIP if they meet the following general requirements:

(1) The airport is a former military installation closed or realigned under:

(a) Section 2687 of title 10 (announcement of closures of large Department of Defense installations after September 30, 1977);

(b) Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act (BRAC) (10 U.S.C. 2687 note); or

(c) Section 2905 of the Defense Base Closure and Realignment Act of 1990 (10 U.S.C. 2687 note); or

(2) The airport is a military installation with both military and civil aircraft operations; and

(3) The airport is classified as a commercial service or reliever airport in the NPIAS. (See 49 U.S.C. 47105(b)(2)). In addition, three of the designated airports, if included in the NPIAS, may be GA airports that were former military installations closed or realigned under BRAC, as amended, or 10 U.S.C. 2687. (See 49 U.S.C. 47118(g)). Therefore, a GA airport can only qualify under (1) above. “General aviation airport” means a public airport that is located in a State that, as determined by the Secretary: (A) does not have scheduled service; or (B) has scheduled service with fewer than 2,500 passenger boardings per year.

In designating new candidate airports, the Secretary shall consider if a grant will:

(1) Reduce delays at an airport with more than 20,000 hours of annual