

does not have any rail transportation agreements or tariff agreements with CSXT to transport grain from its facility.

HC Railroad states that there are no shippers on the Line other than Morristown.

In addition to an exemption from the provisions of 49 U.S.C. 10903, HC Railroad seeks an exemption from 49 U.S.C. 10904 (offer of financial assistance (OFA) procedures) and 49 U.S.C. 10905 (public use conditions) as it intends to leave the track in place for continued access by its affiliate, Morristown, and to serve any hypothetical future industries through private contract. HC Railroad states that there has been no actual or need for common carrier rail service since it acquired the Line and that the abandonment of its common carrier obligation will facilitate private use of the track. HC Railroad's request for exemption from § 10904 and § 10905 will be addressed in the final decision.

HC Railroad states that the Line does not contain federally granted rights-of-way. Any documentation in HC Railroad's possession will be made available promptly to those requesting it.

HC Railroad states that there are no paid railroad employees. Nevertheless, to ensure that this is the case, the interest of railroad employees, if any, will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 30, 2017.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,700 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment, the Line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than April 24, 2017. Each trail request must be accompanied by a \$300 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 1250 (Sub-No. 1X) and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001; and (2)

Thomas W. Wilcox, GKG Law, P.C., 1055 Thomas Jefferson Street NW., Suite 500, Washington, DC 20007. Replies to the petition are due on or before April 24, 2017.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any other agencies or persons who comment during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

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

Decided: March 29, 2017.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2017-06528 Filed 3-31-17; 8:45 am]

BILLING CODE 4915-01-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

List of Countries Denying Fair Market Opportunities for Government-Funded Airport Construction Projects

AGENCY: Office of the U.S. Trade Representative.

ACTION: Notice.

SUMMARY: The United States Trade Representative (USTR) has determined not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in foreign government-funded airport construction projects pursuant to section 533 of the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. 50104).

DATES: This notice is effective on April 3, 2017.

FOR FURTHER INFORMATION CONTACT: Scott Pietan, International Procurement Negotiator, (202) 395-9646, or Arthur Tsao, Assistant General Counsel, (202) 395-6987.

SUPPLEMENTARY INFORMATION: Section 533 of the Airport and Airway Improvement Act of 1982, as amended by section 115 of the Airport and Airway Safety and Capacity Expansion Act of 1987, Public Law 100-223, (codified at 49 U.S.C. 50104), requires the USTR to decide whether any foreign country has denied fair market opportunities to U.S. products, suppliers, or bidders in connection with airport construction projects of \$500,000 or more that are funded in whole or in part by the government of such country. The USTR must publish the list of countries in the **Federal Register**. The Office of the U.S. Trade Representative has not received any complaints or other information indicating that a foreign country has denied U.S. products, suppliers, or bidders fair market opportunities in airport construction projects. Therefore, the USTR has decided not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in foreign government-funded airport construction projects.

Stephen Vaughn,

Acting United States Trade Representative,
Office of the U.S. Trade Representative.

[FR Doc. 2017-06511 Filed 3-31-17; 8:45 am]

BILLING CODE 3290-F7-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Surplus Property Release at the Huntsville Executive Airport Tom Sharp, Jr. Field, Huntsville, Alabama

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on land release request.

SUMMARY: The FAA is considering a request from the Madison County Executive Airport Authority to waive the requirement that 3.19± acres of airport property located at the Huntsville Executive Airport Tom Sharp, Jr. Field in Huntsville, Alabama, be used for aeronautical purposes.

DATES: Comments must be received on or before May 3, 2017.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address:

Jackson Airports District Office, Attn: Wesley E. Mittlesteadt, Program Manager, 100 West Cross Street, Suite B, Jackson, MS 39208–2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Tom Sharp, Jr., Chairman, Madison County Executive Airport Authority at the following address: 3403 Governors Drive, Huntsville, AL 35805.

FOR FURTHER INFORMATION CONTACT:

Wesley E. Mittlesteadt, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208–2307, (601) 664–9884. The land release request may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by Madison County Executive Airport Authority to release 3.19± acres of airport property at the Huntsville Executive Airport Tom Sharp, Jr. Field (MDQ). The property will be purchased by Donna Meyer and Ray Meyer, Jr. for residential purposes. The property is adjacent to residential property on southeast quadrant of airport property just off Meridianville Bottom Road. The net proceeds from the sale of this property will be used for eligible airport improvement projects for general aviation facilities at the Huntsville Executive Airport Tom Sharp, Jr. Field.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Huntsville Executive Airport Tom Sharp, Jr. Field, (MDQ).

Issued in Jackson, Mississippi on March 27, 2017.

Rans D. Black,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 2017–06505 Filed 3–31–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Consensus Standards, Light-Sport Aircraft, Notice No. NOA–17–01

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces the availability of one new and six revised consensus standards relating to the

provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport-Aircraft developed the new and revised standards with FAA participation. By this notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

DATES: Comments must be received on or before June 2, 2017.

ADDRESSES: Mail comments to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE–114, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: 9-ACE-AVR-LSA-Comments@faa.gov. Specify the standard being addressed by ASTM designation and title. Mark all comments: Consensus Standards Comments.

FOR FURTHER INFORMATION CONTACT:

Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch, ACE–114, Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329–4147; email: terry.chasteen@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces the availability of one new and six revised consensus standards that supersede previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light-Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed periodically. The review cycle will result in a standard revision or reapproval. A standard is revised to make changes to its technical content or is reapproved to indicate a review cycle has been completed with no technical changes. A standard is issued under a fixed designation (e.g., F2245); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses following the year of original adoption or revision indicates the year of last reapproval. For example, F2242–05(2013) designates a standard that was originally adopted (or revised) in 2005 and reapproved in 2013. A superscript epsilon (ε) indicates an editorial change since the last

revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon [ε]) are considered accepted by the FAA without need for an NOA.

Comments Invited: Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

Background: Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and Office of Management and Budget (OMB) Circular A–119, “Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities”, revised January 27, 2016, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA’s goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process facilitates government and industry discussion and agreement on appropriate standards for the required level of safety.

Comments on Previous Notices of Availability

In the previous Notice of Availability (NOA) issued on March 27, 2015, and published in the **Federal Register** on April 16, 2015 the FAA asked for public comments on the revised consensus standards accepted by that NOA. The comment period closed on June 15, 2015. No public comments were received regarding the standards accepted by this NOA.

Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance