

(Catalog of Federal Domestic Assistance Number 59008)

Dated: July 17, 2018.

**Linda E. McMahon,**  
*Administrator.*

[FR Doc. 2018-15756 Filed 7-23-18; 8:45 am]

**BILLING CODE 8025-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No: FAA-2018-0526]

#### Corrections to Previous Notice Regarding Supplemental Guidance on the Airport Improvement Program (AIP) for Fiscal Years 2018-2020

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

**ACTION:** Notice.

**SUMMARY:** On July 9, 2018, the FAA published a **Federal Register** notice announcing the process for eligible airport sponsors in two categories to notify the FAA of any supplemental discretionary funding requests. This notice addresses two omissions, one correction and one update.

**FOR FURTHER INFORMATION CONTACT:** Elliott Black, Director, Office of Airport Planning and Programming, APP-1, at (202) 267-8775.

**SUPPLEMENTARY INFORMATION:** The July 9, 2018 notice required airport sponsors to submit specific information via electronic mail (email) in order to request supplemental funding. In addition to the original requirements, for each request, the submission must also identify the total capital cost of the proposed project and the amount of funding being requested.

In addition, the FAA is developing an optional form that may make it easier for airports to ensure they provide all required information. The FAA will post the form online at [https://www.faa.gov/airports/aip/aip\\_supplemental\\_appropriation/](https://www.faa.gov/airports/aip/aip_supplemental_appropriation/). Accordingly, airports may still submit their requests via electronic mail (email) as stated in the original **Federal Register** notice, or they may complete the optional form and transmit it via email. In addition, the FAA may eventually develop a web-based electronic portal for submission of requests. If this happens, then the FAA will post an announcement on the same website, which now also supports automated notifications regarding updates for users who choose to subscribe to the website.

Finally, in the July 9 notice, footnotes #6, 7 and 9 incorrectly referred to footnote #4.

They should have referred instead to footnote #5.

All other information, including submission requirements, evaluation criteria and deadlines remain unchanged from the original July 9 notice.

Issued in Washington, DC, on July 18, 2018.

**Elliott Black,**

*Director, Office of Airport Planning and Programming, Federal Aviation Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Opportunity for Public Comment on a Land Use Change From Aeronautical to Non-Aeronautical Use for Revenue Generation of 8.5 Acres of Airport Land at Southbridge Municipal Airport in Southbridge, MA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Request for public comments.

**SUMMARY:** Notice is being given that the FAA is considering a request from the Town of Southbridge, MA, to change the land use from aeronautical to non-aeronautical use for 8.5 acres of land for revenue generation. The parcel is located southwest of the runway and terminal building and will be used for a solar farm. The land lease rate is based on an appraisal and the annual lease will be placed in the airport's operations and maintenance account.

**DATES:** Comments must be received on or before August 23, 2018.

**ADDRESSES:** You may send comments using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>, and follow the instructions on providing comments.

- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W 12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jorge E. Panteli, Compliance and Land Use Specialist, Federal Aviation Administration New England Region Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803. Telephone: 781-238-7618.

Issued in Burlington, Massachusetts, on July 16, 2018.

**Gail B. Lattrell,**

*Director (Acting), ANE-600.*

[FR Doc. 2018-15831 Filed 7-23-18; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2007-28700]

#### Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that by a letter dated May 31, 2018, Kansas City Southern Railway Company (KCSR) petitioned the Federal Railroad Administration (FRA) for a modification of its waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232. FRA assigned the petition Docket Number FRA-2007-28700.

By letter dated December 11, 2017, KCSR received an extension of its conditional relief (originally granted by FRA on January 18, 2008) from 49 CFR 232.205, *Class I brake test-initial terminal inspection*, and 49 CFR part 215, *Freight car safety standards*, for freight cars received in interchange at the U.S./Mexico border crossing in Laredo, Texas, to permit required inspections to be conducted in Laredo Yard, approximately 9 miles north of the interchange point. In its present petition, KCSR requests clarification to perform the Class III air brake test required by condition #5 of FRA's letter of December 11, 2017, at its Nuevo Laredo or Sanchez Yards, both of which are within 19 miles of its Laredo Yard. KCSR states that they and U.S. Customs and Border Protection (CBP) have been working collaboratively with Mexican authorities to solve border security and operational challenges of the International Bridge complex. KCSR states their experience operating trains through the complex has demonstrated that when northbound trains stop on the International Bridge to meet the waiver requirement of performing a Class III air brake test, they experience a significant amount of safety risk. KCSR further states having to stop on the International Bridge to perform the