

FOR FURTHER INFORMATION CONTACT: Mark Zimmer, Department of State's Office of the U.S. Special Envoy for Sudan and South Sudan, tel.: 202-647-4531.

SUPPLEMENTARY INFORMATION: Section 12(b) of Executive Order 13761, as amended by section 1(c) of Executive Order 13804, states that sections 1, 4, 5, 6, and 7 of that Executive Order are effective on October 12, 2017, provided that the Secretary of State, in consultation with the Secretary of the Treasury, the Director of National Intelligence, and the Administrator of the U.S. Agency for International Development, has published a notice in the **Federal Register** on or before that date, stating that the Government of Sudan has sustained the positive actions that gave rise to the Executive Order, and that the Secretary of State has provided to the President the report described in section 10 of that Executive Order.

The Secretary of State, in consultation with the Secretary of the Treasury, the Director of National Intelligence, and the Administrator of the U.S. Agency for International Development, hereby states that the Government of Sudan has sustained the positive actions that gave rise to Executive Order 13761 of January 13, 2017. The Secretary of State has also provided to the President the report described in section 10 of Executive Order 13761, as amended.

As a result, the criteria set forth in section 12(b) of Executive Order 13761, as amended, have been satisfied, and sections 1, 4, 5, 6, and 7 of Executive Order 13761, as amended, are effective on October 12, 2017.

Dated: October 4, 2017.

Rex W. Tillerson,
Secretary of State.

[FR Doc. 2017-21927 Filed 10-10-17; 8:45 am]

BILLING CODE 4710-26-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2017-76]

Petition for Exemption; Summary of Petition Received; Airlines for America

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the

FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before October 31, 2017.

ADDRESSES: Send comments identified by docket number FAA-2017-0893 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.
- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- **Fax:** Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Nia Daniels, (202) 267-7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on October 3, 2017.

Lirio Liu,
Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2017-0893.
Petitioner: Airlines for America.

Sections of 14 CFR Affected: 121.339(c).

Description of Relief Sought: Airlines for America (A4A), on behalf of its affected operators, petitions for an exemption to operate Boeing B757-200 and -300 series aircraft with the survival kits remotely stowed from the slide/rafts. A4A has also petitioned for survival kits to be remotely stowed from the slide/rafts for the Airbus A319/A320/A321 aircraft, which the FAA has previously granted in Exemption No. 17291.

[FR Doc. 2017-21913 Filed 10-10-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice Suspending Implementation of the Environmental Impact Statement and Record of Decision for the Philadelphia International Airport Capacity Enhancement Program

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Suspending implementation of the Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Philadelphia International Airport (PHL) Capacity Enhancement Program (CEP).

SUMMARY: The FAA is suspending further implementation of the December 2010 ROD for the Philadelphia International Airport (PHL) CEP. Due to unforeseen changes in operations at PHL, several of the airfield capacity enhancing components identified in the CEP ROD are not needed at this time. When the CEP ROD was issued, operations at PHL were forecasted to reach 555,112 in 2016 and 699,799 in 2025. PHL was consistently ranked as one of the most delayed airports in the nation. Delays at PHL contributed to delays throughout the region and across the nation and were resulting in substantial costs in time and money for passengers and airlines. However, unforeseen changes in the aviation industry and aircraft activity have resulted in considerably less activity at PHL. Actual operations at PHL in 2016 were 394,022, nearly thirty percent lower than originally forecasted. PHL is no longer experiencing severe congestion or significant delays. Over recent years, there has been no indication or reason to believe that forecasted operations and associated delays at PHL will reach the level experienced at the time FAA approved the CEP ROD. Since there is no longer

a foreseeable need for additional capacity at PHL, the airport sponsor, the City of Philadelphia, has elected to postpone several of the major components of CEP, including construction of the new southern runway and the extension of Runway 8/26. In support of this decision, the FAA is suspending the ROD for the PHL CEP. Projects currently underway will continue to completion. As circumstances change and new projects are proposed, environmental analyses for those projects will be conducted in accordance with the National Environmental Policy Act (NEPA).

DATES: Applicable upon publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

Susan L. McDonald, Environmental Protection Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Harrisburg, PA 17011.

SUPPLEMENTARY INFORMATION: In 2003, the City of Philadelphia, the airport sponsor, who owns and operates PHL, asked FAA to consider ways to accommodate existing and forecasted aviation demands. PHL was one of the airports contributing to delays throughout the national airspace system, with delays approaching 20 minutes per average annual operation. Operations (aircraft takeoffs and landings) at PHL were increasing and forecasted to reach 555,112 in 2016 and 699,799 in 2025. Delays at PHL were attributed to airfield configuration deficiencies and operational constraints; particularly in poor weather conditions. The purpose of the CEP was to enhance airport capacity in order to accommodate current and future aviation demand in the Philadelphia Metropolitan Area during all weather conditions. The FAA signed the ROD for the CEP on December 30, 2010.

The CEP was designed to provide PHL with five runways connected by a redesigned and more efficient taxiway system. Under CEP, Runway 17/35 would remain as a 6,500-foot-long crosswind runway. Runway 8/26 would be extended 2,000 feet to the east, for a total length of 7,000 feet with an Engineered Materials Arresting System (EMAS) constructed at the east end of the runway. Runway 9L/27R would remain at its current length (9,500 feet) and location. Runway 9R/27L would be extended to the east by 1,500 feet, to a total length of 12,000 feet, and would be renamed Runway 9C/27C. A new 9,103-foot-long runway, Runway 9R/27L, would be constructed 1,600 feet south of Runway 9C/27C (existing 9R/27L). All existing navigational aids would be

relocated as necessary, or new navigational aids installed as required to meet the approach criteria for the particular runway end. The CEP included upgrades and reconfigurations to the existing terminal complex, and the addition of a new commuter terminal east of Runway 17/35. An automated people mover (APM) was to be constructed to transport passengers between terminals and parking facilities. The CEP would also have required the relocation or expansion of many of the other airport facilities, including cargo, general aviation (corporate), maintenance, fuel, training facilities, and deicing facilities. The FAA's Air Traffic Control Tower (ATCT) was also to be relocated. In order to accommodate the CEP, several off-airport facilities and properties needed to be acquired or, in some cases, relocated.

The City of Philadelphia has actively worked to implement the various components of the CEP since 2010. To date, the City has acquired several parcels of land, constructed taxiway improvements, and begun work on extending Runway 9R/27L. During this period, changes in both the aviation industry and aviation activity have resulted in reductions in the number of operations at PHL. Although enplanements at PHL have remained steady, the number of aircraft takeoffs and landings has decreased. In 2016, annual operations at PHL were 394,022; nearly 30 percent lower than forecasted. This decrease in operations is attributed to airlines using larger planes that can seat more passengers, general aviation activity shifting to other regional airports, and consolidations within the airline industry, such as the merger of US Airways and American Airlines. This unforeseen drop in operations has resulted in the airport sponsor realigning its capital improvement program to address more immediate needs at the airport, and indefinitely deferring the construction of the southern runway and the Runway 8/26 extension. For these reasons, implementation of the ROD for the PHL CEP is being suspended. Projects currently underway at PHL will continue to completion. As circumstances change and new projects are proposed, environmental analyses for the projects will be conducted in accordance with NEPA.

FOR FURTHER INFORMATION CONTACT:

Susan McDonald, Environmental Protection Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive,

Suite 508, Camp Hill, PA 17011, Telephone (717) 730-2841.

Issued in Camp Hill, Pennsylvania, October 3, 2017.

Lori Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2017-21880 Filed 10-10-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA-2017-0975]

RIN 2120-0768

Request for Emergency Processing of Collection of Information by the Office of Management and Budget; Emergency Clearance To Revise Information Collection 2120-0768, Part 107 Authorizations and Waivers

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Agency request for OMB emergency information collection processing and request for comments.

SUMMARY: FAA hereby gives notice it is submitting the following Information Collection request (ICR) to the Office of Management and Budget (OMB) for Emergency processing under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations. FAA requests that OMB authorize the proposed collection of information identified below on, or before October 16, 2017, for a period of 180 days.

ADDRESSES: A copy of this individual information collection request (ICR), with applicable supporting documentation, may be obtained by calling FAA's unmanned aircraft systems (UAS) Low Altitude Authorization and Notification Capability (LAANC) Program Manager: Casey Nair (tel. (202) 267-0369) or via email at Casey.Nair@faa.gov. Comments regarding these information collection requirements should include the title and OMB control number listed below and should be sent directly to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, Attention: FAA Desk Officer. Comments may also be sent via email to OMB at oir_submissions@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT:

Casey Nair, FAA's unmanned aircraft systems (UAS) Low Altitude Authorization and Notification Capability (LAANC) Program Manager, tel. (202) 267-0369 or via email at Casey.Nair@faa.gov.