

30337, (404) 305-5601 or http://www.faa.gov/air_traffic/environmental_issues/.

SUPPLEMENTARY INFORMATION: The LGA RNAV (GPS) RWY 13 procedure provides a de-conflicted approach procedure when weather or winds require LGA to land RWY 13. Without this procedure, when the weather minimums fall below 1,500 feet, and 3-mile visibility and use of an ILS is required, Newark (EWR), Teterboro (TEB), and LGA cannot operate at the same time. Traffic at one of the three airports must be stopped to permit the other two airports to operate. The FAA is proposing to use the RNAV procedure for approximately 1,500 operations annually (0.8 percent of all LGA landings) to de-conflict the New York metro airspace. The FAA reviewed the action and determined it to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The applicable categorical exclusion is section 5-6.5(i.).

Issued in College Park, Georgia, on December 15, 2017.

Ryan W. Almasy,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2017-27965 Filed 12-27-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification: Air Carriers and Commercial Operators

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. This collection involves air carrier and commercial operator certificate holders. The information collected will be used to ensure regulatory compliance.

DATES: Written comments should be submitted by February 26, 2018.

ADDRESSES: Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP-

110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT:

Barbara Hall by email at:

Barbara.L.Hall@faa.gov; phone: 940-594-5913.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0593.

Title: Certification: Air Carriers and Commercial Operators.

Form Numbers: FAA Form 8400-6.

Type of Review: Renewal of an information collection.

Background: The request for clearance reflects requirements necessary under parts 135, 121, and 125 to comply with part 119. The FAA will use the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, to take enforcement action on violators of the regulations.

Respondents: Approximately 2,177 air carriers and commercial operators.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 2.45 hours.

Estimated Total Annual Burden: 8,862 hours.

Issued in Fort Worth, TX, on December 19, 2017.

Barbara L. Hall,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2017-28052 Filed 12-27-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for iron and steel

components of Georgia Ports Authority (GPA)-procured Rail Mounted Gantry (RMG) cranes that will increase intermodal capacity at the Garden City Terminal in Garden City, Georgia. These iron and steel components are not manufactured (from melting to coating) in the United States in sufficient and reasonably available quantities and of a satisfactory quality. This notice follows FHWA's November 20, 2017, notice finding that a Buy America waiver is appropriate for 33 specific iron and steel components of the GPA Project by adding new items to the list of waived products.

DATES: The date of the waiver is December 29, 2017.

FOR FURTHER INFORMATION CONTACT:

For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202) 366-1562, or via email at *Gerald.Yakowenko@dot.gov*. For legal questions, please contact Mr. Jomar Maldonado, FHWA Office of the Chief Counsel, 202-366-1373, or via email at *Jomar.Maldonado@dot.gov*. Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Publishing Office's database at: <http://www.access.gpo.gov/nara>. Comments may be submitted to FHWA's Buy America website for this waiver at: <https://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=150>.

Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when satisfactory quality domestic steel and iron products are not sufficiently available (non-availability). This notice provides information regarding FHWA's finding that a Buy America waiver is appropriate for iron and steel components of eight RMG cranes that will be procured by GPA to increase intermodal capacity at the Garden City Terminal in Garden City, Georgia, due to non-availability.

On November 20, 2017, FHWA issued a Buy America waiver for 33

components of the Garden City Terminal Project (82 FR 55153). In response to this waiver, GPA contacted the FHWA with additional information about project components that are not manufactured in the U.S. in a manner that the iron and steel complies with FHWA's Buy America requirements. The GPA identified six categories of RMG crane components that are not domestically available: (1) Trolley components; (2) bogie components; (3) trolley structures; (4) bogie steel structures; (5) E-room structure, cab, and electrical components; and (6) head block and spreader bar. Of these components, only the trolley components and bogie components were identified in the November 20 waiver. The FHWA received no additional comments in response to the November 20 waiver publication. Accordingly, FHWA waives the Buy America requirements for these six categories of components. This adds trolley structures, bogie steel structures, E-room structure, cab, and electrical components, and the head block and spreader bar to the list of waived products. Like the November 20 waiver, this limited waiver does not include steel and iron components of the RMG cranes that are available with steel and iron produced domestically, such as the steel gantry structure.

This project will be completed under a Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, Significant Freight, and Highway Projects FY 2016 grant award (commonly referred to as FASTLANE grants).

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244, 122 Stat. 1572), FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to FHWA's website via the link provided to the waiver page noted above.

Authority: 23 U.S.C. 313; Public Law 110-161, 23 CFR 635.410.

Issued on: December 22, 2017.

Brandye L. Hendrickson,

Acting Administrator, Federal Highway Administration.

[FR Doc. 2017-28150 Filed 12-26-17; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2017-0053]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by February 26, 2018.

ADDRESSES: You may submit comments identified by DOT Docket ID FHWA 2017-0053 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

James March, 202-366-9237, or William Linde, 202-366-9637, Office of Transportation Policy Studies, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Using Behavioral Economics to Better Understand Managed Lane Use.

Background: The Exploratory Advanced Research (EAR) Program is administered by the Federal Highway Administration (FHWA) and intends to spur innovation by focusing on higher risk research. A research project awarded under the EAR program will

use experiments with behavioral economics (BE) to improve models used to predict travelers' use of priced managed lanes (MLs). The research will recruit participants who currently travel on freeways with MLs. Based on prior research, travelers either make a pre-determined decision or consciously choose between taking and not taking the ML trip. Selected research participants will undergo laboratory-based BE tests to examine the personal decision-making process used to select or not select the ML trip. The laboratory-based tests will incorporate an initial survey of participants and the use of a driving simulator. The tests will also examine whether behavior can change given stimuli. Follow-up field trials will attempt to generalize the results from the BE simulator experiments for use in real-world settings. The field trials will investigate the impact of how the communication of travel information will influence travelers' lane choice. The results from the research will potentially form a new model for estimating travelers' lane choice behavior, if findings show a deviation of practice from traditional estimates of ML use.

Respondents: Approximately 24,000 respondents will be engaged at the beginning of the project. The later tasks will require 240 respondents, with half from the Washington, DC metropolitan region and the other half from the Dallas/Fort Worth, TX metropolitan region. Approximately 400 student respondents will be surveyed to help refine the survey instrument.

Frequency: Approximately 24,000 potential participants will complete a short survey at to gauge interest for later research activities. Approximately 400 students will complete at least one survey collection and one in-person computer-based test. The 240-person respondent pool will complete at least one survey collection and one in-person computer-based test. An approximate subset of 40 participants from the 240-person respondent pool will participate in a second simulator test to help pre-test the methodology for the latter field trials. An approximate subset of 120 participants from the 240-person respondent pool will participate in the field test.

Estimated Average Burden per Response: The 24,000-person respondent pool will need 5 minutes to complete the initial survey. The 400-person student group will need 3 hours to complete the survey and in-person computer-based test. The 240-person respondent pool will need 3 hours to complete the survey and in-person computer-based test. The 40-person