

Environmental Assessment for the Proposed Keystone XL Pipeline Mainline Alternative Route in Nebraska (83 FR 24383) which provided for a 30-day public scoping period. On July 30, 2018, the Department issued a *Notice of Availability of the Draft Environmental Assessment for the Proposed Keystone XL Pipeline Mainline Alternative Route in Nebraska* (83 FR 36659) which provided for a 30-day public comment period. The Department intends to consider comments received regarding the Environmental Assessment in the Final SEIS document.

Brian P. Doherty,

Director, Office of Environmental Quality and Transboundary Issues, Department of State.

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BILLING CODE 4710–09–P

DEPARTMENT OF STATE

[Public Notice: 10546]

Cessation of Operations of the Office of the General Delegation of the Palestine Liberation Organization Located in Washington, DC

SUMMARY: This provides notice to persons and entities that, as required by the Department of State, the Office of the General Delegation of the Palestine Liberation Organization (“General Delegation”) located in Washington, DC, must cease all public operations and take certain measures by the times and dates shown and that benefits formerly extended to the General Delegation by the Department of State will no longer be approved.

DATES: The General Delegation was notified of this action on September 10, 2018.

FOR FURTHER INFORMATION CONTACT: Cliff Seagroves, 202–647–3417 and OFMInfo@state.gov.

SUPPLEMENTARY INFORMATION: Pursuant to legal authorities, including the Antiterrorism Act of 1987 (title X of Pub. L. 100–204), the Foreign Missions Act of 1982 (22 U.S.C. 4301–4316), and the Department of State’s Designation and Determination of June 21, 1994 (U.S. Department of State, Public Notice 2035, 59 FR 37121, 37122 (July 20, 1994)), the Department of State notified the Office of the General Delegation of the Palestine Liberation Organization (“General Delegation”) that it must cease all public operations not later than 5:00 p.m. EDT on September 13, 2018 and resolve any outstanding obligations, including all its financial obligations, vacate the property located at 1732 Wisconsin Avenue NW, Washington DC, terminate staff, and close its U.S.

bank account, not later than 11:59 p.m. EDT on October 10, 2018. Accordingly, benefits formerly extended to the General Delegation by the Department of State under the Foreign Missions Act will no longer be approved by the Department, in accordance with the above-listed schedule.

Publication of this Notice in the **Federal Register** constitutes notice to persons and entities of this change in the terms and conditions with respect to benefits formerly extended to the General Delegation, and its agents and employees acting on its behalf. Persons wishing clarification on the applicability of this Notice may contact the Office of Foreign Missions, U.S. Department of State, 2201 C Street NW, Room 2236, Washington, DC 20520 at 202–647–3417 and OFMInfo@state.gov.

Clifton C. Seagroves,

Director, Acting Office of Foreign Missions.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2009–0671]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Safety Management Systems for Domestic, Flag, and Supplemental Operations Certificate Holders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the Federal Aviation Administration (FAA) invites public comments about our intention to request Office of Management and Budget (OMB) approval to renew an information collection. The collection involves information on a Domestic, Flag, and Supplemental Operations certificate holder’s Safety Management System (SMS). The certificate holder collects information to determine and identify hazards in an aviation operation, measure the effectiveness of hazard identification and mitigation and the prevention unforeseen hazards, and the maintenance of training records and communications documentation used to promote safety. This collection by Domestic, Flag, and Supplemental Operations certificate holders is for compliance with FAA SMS

requirements. The **Federal Register** Notice with a 60-Day comment period soliciting comments on the renewal of this previously approved information collection was published on June 20, 2018 (83 FR 28758). No comments were received.

DATES: Comments must reach OMB on or before October 17, 2018.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection renewal to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oirq_submission@omb.eop.gov, or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

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 the FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for the 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 request.

FOR FURTHER INFORMATION CONTACT:

Barbara Hall by email at: Barbara.L.Hall@faa.gov; phone: (940) 594–5913.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120–0763.

Title: Safety Management Systems for Domestic, Flag, and Supplemental Operations Certificate Holders.

Form Numbers: None.

Type of Review: Renewal of an information collection with changes.

Background: The ongoing information collection requirement for Domestic, Flag, and Supplemental Operations certificate holders supports the regulatory requirements of an SMS program to determine and identify hazards in an aviation operation, measure the effectiveness of hazard identification and mitigation and the prevention unforeseen hazards, and the maintenance of training records and communications documentation used to promote safety.

Respondents: All Domestic, Flag, and Supplemental Operations certificate holders.

Implementation plan collection: 3 future applicants for a Domestic, Flag, and Supplemental Operations certificate (anticipate no more than one per year).

Continuing SMS program collection: 72 current Domestic, Flag, and Supplemental Operations certificate holders.

Frequency:

Implementation plan collection: Yearly responses for the 3 future applicants.

Continuing SMS program collection: Monthly responses for the 72 current Domestic, Flag, and Supplemental Operations certificate holders.

Number of Responses:

Implementation plan collection: 1 future applicant per year submitting yearly responses would total 6 responses over the three year period. (1 new applicant in the first year \times 3 responses + 1 applicant in second year \times 2 responses + 1 applicant in the third year \times 1 response).

Continuing SMS program collection: 72 current Domestic, Flag, and Supplemental Operations certificate holders \times 12 responses = 864 responses per year.

Total Annual Burden:

Implementation plan collection: Total burden for new applicants estimated to be 20,040 hours or 6,680 hours per year.

Continuing SMS program collection: As of March 9, 2018, all current Domestic, Flag, and Supplemental Operations certificate holders were validated as having an SMS in compliance with FAA Certification and Safety Management System requirements. Therefore, all implementation plans have been completed and will, therefore, have no continuing burden on current Domestic, Flag, and Supplemental Operations certificate holders.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1:48.

Issued in Washington, DC, on September 8, 2018.

Barbara L. Hall,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2018-20145 Filed 9-14-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 14/32 Relocation/Extension and Associated Improvements Project for the Lake Elmo Airport (21D) in Lake Elmo, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA is issuing this notice to advise the public that the FAA has prepared and approved (August 31, 2018) a FONSI/ROD based on the Final EA for a Runway 14/32 Relocation/Extension and Associated Improvements Project at the Lake Elmo Airport. The Final EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1F, "Environmental Impacts: Policies and Procedures" and 5050.4B, "NEPA Implementing Instructions for Airport Actions".

DATE: This notice is applicable September 17, 2018.

FOR FURTHER INFORMATION CONTACT: Mr. Josh Fitzpatrick, Environmental Protection Specialist, FAA Dakota-Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota 55450. Telephone number is (612) 253-4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

SUPPLEMENTARY INFORMATION: The FAA and the Metropolitan Airports Commission (MAC) jointly prepared the Final EA/State of Minnesota Environmental Assessment Worksheet (EAW), pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act.

The Final EA evaluated the 21D Runway 14/32 Relocation/Extension and Associated Improvements Project. The purpose of the proposed action is to address failing, end of life infrastructure; enhance safety for airport users and neighbors; and improve facilities for the family of aircraft using the airport. The proposed action is needed based on the following four deficiencies at the existing facility: The existing runway and taxiway pavement is deteriorating and needs to be replaced; Runway 14/32 has several incompatible land uses within its runway protection zones (RPZs),

including a railroad and two public roads; the existing pavement and airfield geometry do not meet the needs of airport users and aircraft; and the existing instrument approach procedures do not use the latest available navigational technology.

The Final EA identified and evaluated reasonable alternatives. Numerous alternatives were considered, but eventually discarded for not meeting the purpose and need. For the primary runway, Alternatives B, B1, and the No Action were examined in detail. For the crosswind runway, the No Action and one other alternative were examined. For roadway relocation, Alternatives 1, 2, 4A, 4B, and the No Action were examined. After careful analysis and consultation with various resource agencies, the MAC selected Primary Runway Alternative B1, the Crosswind Runway Alternative, and Roadway Alternative 3 as the proposed action. Primary Runway Alternative B1, the Crosswind Runway Alternative, and Roadway Alternative 3 satisfies the purpose and need while minimizing impacts.

The Proposed Action includes the following elements: Relocate Runway 14/32 by shifting 615 feet to the northeast and extend to 3,500 feet, including grading, clearing, and runway lighting; extinguish existing prescriptive easement for 30th Street North and seek a land release for non-aeronautical use from the FAA to allow realignment of 30th Street North around the new Runway 32 RPZ to reconnect with the existing Neal Avenue North intersection; relocate the Airport perimeter fence to reflect the new Runway 32 RPZ; remove the existing north side taxiway and compass calibration pad and construct a new crossfield taxiway to serve the new Runway 14 end, including taxiway lighting; convert existing Runway 14/32 to a partial parallel taxiway and remove the portion of the existing parallel taxiway south of the Runway 04 threshold; reconstruct Runway 4/22 and extend to 2,750 feet, including necessary lighting and taxiway connectors; construct other taxiways and engine run-up pads as needed to support the relocated Runway 14/32 and extended Runway 04/22, including connector taxiways and a full-length parallel taxiway on the north side of the relocated Runway 14/32, and install taxiway lighting and/or reflectors; relocate the compass calibration pad adjacent to the new partial parallel taxiway (converted Runway 14/32); establish non-precision GPS-based instrument approach procedures to all runway ends not already equipped;