

security procedures for entering the Federal Aviation Administration building.

- There is no Internet access.

FOR FURTHER INFORMATION CONTACT:
Pamela Hamilton, Designated Federal Official, Future of Aviation Advisory Committee, 202-267-9677, FAAC@dot.gov.

Issued on: August 9, 2010.

Ray LaHood,

Secretary of Transportation.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35396]

County of Greenville, S.C.— Acquisition Exemption—Greenville County Economic Development Corporation

The County of Greenville, S.C. (County), a noncarrier political subdivision of the State of South Carolina, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Greenville County Economic Development Corporation (GCEDC) approximately 11.8 miles of rail line between milepost 0.0 in Greenville, S.C. and milepost 11.8 in Travelers Rest, S.C.¹

Petitioners state that, as a result of the transaction, the County will acquire GCEDC's interest in the line, including the residual common carrier obligation. GCEDC will assign its interest in a trail agreement reached with the Greenville County Recreation District (GCRD) on September 26, 2006, and the County will assume all of GCEDC's rights and responsibilities under that agreement. GCRD will retain its leasehold interest in the line and will continue to be the trail owner and operator. The end result will be that all of GCEDC's ownership rights and responsibilities in the line will be transferred to the County. According to petitioners, the proposed acquisition will not involve any provision or agreement between GCEDC and the County that would limit future interchange with a third-party connecting carrier.

The transaction is scheduled to be consummated on or after August 25,

2010 (30 days after the notice of exemption was filed).

The County certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and further certifies that its projected annual revenue will not exceed \$5 million.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than August 18, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35396, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy must be served on William A. Mullins, 2401 Pennsylvania Ave., NW., Suite 300, Washington, DC 20037.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 6, 2010.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2010-19792 Filed 8-11-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/ Record of Decision (FONSI/ROD) Signed August 2, 2010, for the Evaluation of the Potential Environmental Impacts Associated With the Proposed Relocation of the Bowman County Airport (Airport) in Bowman County, ND.

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

ACTION: Notice of availability of a final EA and FONSI/ROD for the evaluation of the potential environmental impacts associated with the proposed relocation of the Bowman County Airport in Bowman County, North Dakota.

SUMMARY: The FAA has made available the final EA and FONSI/ROD for the proposed relocation of the Bowman

County Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions."

Point of Contact: Ms. Patricia Dressler, Environmental Protection Specialist, FAA Bismarck ADO, Building 23B, 2301 University Drive, Bismarck, North Dakota 58504. Telephone number (701) 323-7380.

SUPPLEMENTARY INFORMATION: The FAA has issued a final EA and FONSI/ROD that evaluated the potential environmental impacts associated with the proposed relocation of the Bowman County Airport located in Bowman County, North Dakota. Based on the analysis contained in the final EA, the FAA has determined that the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The current Bowman County Airport has deficiencies in meeting current and future large aircraft demand (60,000 pounds or less with 75 percent of these large aircraft at 60 percent useful load), the Runway Protection Zone, Runway Objective Free Area, wind coverage, and surrounding incompatible land use. Eight alternatives were studied for airspace feasibility and meeting the purpose and need. Five of the eight alternatives (three on site and two new locations) were reviewed, analyzed, and discarded due to the degree of environmental impacts or not meeting airspace requirements. A detailed discussion is in the Alternatives Discarded Section of the FONSI/ROD. The selected alternative is one of three (a no action and two off site locations) considered in the final EA. The selected alternative consists of addressing the identified deficiencies and relocating the Bowman County Airport. The new airport location is approximately 3.5 miles east of Bowman and just south of US Highway 12. The Bowman County Airport Authority will construct, operate, and maintain the new airport. Decommissioning of the existing airport will occur upon activation of the new airport. The selected alternative includes the: (1) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2) Issue

¹ The line is railbanked in accordance with the National Trails System Act, 16 U.S.C. 1247(d). See *Greenville County Economic Development Corporation—Abandonment and Discontinuance Exemption—in Greenville County, S.C.*, Docket No. AB 490 (Sub-No. 1X) (STB served Oct. 12, 2005 and Nov. 13, 2006).