cooperatively, for instance, to share information about trafficking trends or to plan for services after a raid? What is the level of cooperation, communication, and trust between service organizations and law enforcement?

19. May victims file civil suits or seek legal action against their trafficker? Do victims avail themselves of those remedies?

20. Does the government repatriate victims? Does the government assist with third country resettlement? Does the government engage in any analysis of whether victims may face retribution or hardship upon repatriation to their country of origin? Are victims awaiting repatriation or third country resettlement offered services? Are victims indeed repatriated or are they deported?

21. Does the government inappropriately detain or imprison identified trafficking victims?

22. Does the government punish trafficking victims for forgery of documents, illegal immigration, unauthorized employment, or participation in illegal activities directed by the trafficker?

23. What efforts has the government made to prevent human trafficking?

24. Are there efforts to address root causes of trafficking such as poverty; lack of access to education and economic opportunity; and discrimination against women, children, and minorities?

25. Does the government undertake activities that could prevent or reduce vulnerability to trafficking, such as registering births of indigenous populations?

26. Does the government provide financial support to NGOs working to promote public awareness or does the government implement such campaigns itself? Have public awareness campaigns proven to be effective?

27. Please provide additional recommendations to improve the government’s anti-trafficking efforts.

28. Please highlight effective strategies and practices that other governments could consider adopting.

Dated: December 22, 2011.

Luis CdeBaca,
Ambassador-at-Large, Office to Monitor and Combat Trafficking in Persons, U.S. Department of State.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee; Public Teleconference

AGENCY: Federal Aviation Administration (FAA), DOT.


SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. App. 2), notice is hereby given of a teleconference of the Commercial Space Transportation Advisory Committee (COMSTAC) Risk Management Working Group. The teleconference will take place on Tuesday, January 24, 2012, starting at 1:30 p.m. Eastern Standard Time. Individuals who plan to participate should contact Susan Lender, Designated Federal Officer (DFO), (the Contact Person listed below) by phone or email for the teleconference call in number. The National Aeronautics and Space Administration (NASA) and the FAA Office of Commercial Space Transportation (AST) have agreed to prepare a study on the availability of commercial insurance sufficient to meet the needs of NASA’s Commercial Crew Program commercial providers for missions transporting NASA astronauts to and from the International Space Station. NASA’s Commercial Crew Program requested this study (via a signed memorandum of understanding with the FAA AST) be conducted by AST because of its knowledge and resources in the commercial space industry.

The purpose of the teleconference is to:


2. Request assistance from the working group in preparing a response to NASA, and

3. Respond to any questions from the working group on the nature of this task.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues mentioned above or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Susan Lender, DFO, (the Contact Person listed below) in writing (mail or email) by January 17, 2012, so that the information can be made available to COMSTAC members for their review and consideration before the January 24, 2012, teleconference. Written statements should be supplied in the following formats: one hard copy with original signature or one electronic copy via email.

This notice will be posted on the FAA Web site at http://www.faa.gov/go/ast. Individuals who plan to participate and need special assistance should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Susan Lender (AST–5), Office of Commercial Space Transportation (AST), 800 Independence Avenue SW., Room 331, Washington, DC 20591, telephone (202) 267–8029; Email susan.lender@faa.gov. Complete information regarding COMSTAC is available on the FAA Web site at: http://www.faa.gov/about/office_org/ headquarters_offices/ast/advisory_committee/.

Issued in Washington, DC.

George C. Nield,
Associate Administrator for Commercial Space Transportation.

[FR Doc. 2011–33498 Filed 12–28–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-use Assurance; DuPage Airport, West Chicago, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of the airport property. The proposal consists of all or portions of Parcels 209A, 213, 217, 218, 219, 220, 221, 314, 315, 401, 402, 404, 406, 407, 408, 409, 410, 411, 412, 413, 414, and 416, totaling 605.3 acres. Presently the land is vacant and used as open land for control of FAR Part 77 surfaces and compatible land use and is not needed for aeronautical use, as shown on the Airport Layout Plan. The Parcels were acquired without Federal participation. It is the intent of the DuPage Airport Authority, as owner and operator of the DuPage Airport (DPA) to sell the aforementioned Parcels (605.3 Acres) in
fee to the DuPage County (22.7 acres for Kress Creek floodplain control), the City of West Chicago (37.7 acres for the ownership and maintenance of existing roadways), the Illinois Department of Transportation (11.3 acres for the improvement of State Route 38), and to private entities (533.6 acres for corporate/industrial development). This notice announces that the FAA is considering the proposal to authorize the disposal of the subject airport property at the DuPage Airport, West Chicago, IL. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the disposal of the airport property will be in accordance with FAA’s Policy and Procedures Concerning the Use of Airport Revenue, published in the Federal Register on February 16, 1999.

In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the Federal Register 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

DATES: Comments must be received on or before January 30, 2012.

FOR FURTHER INFORMATION CONTACT: Richard Pur, Program Manager, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone Number (847) 294–7527/Fax Number (847) 294–7046. Documents reflecting this FAA action may be reviewed at this same location by appointment or at the DuPage Airport, 2700 International Drive, Suite 200, West Chicago, IL 60185.

SUPPLEMENTARY INFORMATION: The various parcels were combined into three large parcels for legal description purposes with exceptions for the portions of those parcels that are being retained by the DAA. Parcel A includes portions of Parcels 209A (SOUTH OF THE Union Pacific Railroad, 231 (south of the Union Pacific Railroad) and all of Parcels 217, 218, 219, 220, 221, 314 and 315 as per the Exhibit A. Parcel B includes Parcels 401, 402, 404, 406, 407, 408, 409, 410, 411, 414 (north of Fabyan Parkway), and 416 as per the Exhibit A. Parcel C includes Parcels 412, 413, and 414 (south of Fabyan Parkway) as per the Exhibit A. Following is a legal description of the property (located in DuPage County, Illinois, and described as follows:

Parcel A

THAT PART OF SECTION 7, 8, 17 AND 18 IN TOWNSHIP 39 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE FOUND CAST IRON MONUMENT MARKING THE WEST QUARTER CORNER OF SAID SECTION 18, PER DOCUMENT NO. 1633400, RECORDED MARCH 23, 1983 IN KANE COUNTY, ILLINOIS; THENCE EASTERLY ALONG THE EAST—WEST CENTERLINE OF SAID SECTION 18, HAVING AN ILLINOIS EAST ZONE GRID BEARING OF NORTH 89 DEGREES 06 MINUTES 02 SECONDS EAST 1959.41 FEET (1950.30 RECORD), ALONG SAID EAST—WEST CENTERLINE, SAID LINE ALSO BEING THE NORTHERLY LINE OF BATAVIA BUSINESS PARK SUBDIVISION RECORDED JUNE 30, 2000 AS DOCUMENT NO. R2000–099708, AND THE NORTHERLY LINE OF THE LANDS OF THE UNITED STATES ATOMIC ENERGY COMMISSION (A.K.A. FERMILAB) AS DESCRIBED BY DOCUMENT NO. R69–12012 RECORDED MARCH 21, 1969, TO A FOUND REBAR IN CONCRETE: THENCE NORTH 57 MINUTES 46 SECONDS 59 SECONDS EAST 227.55 FEET (227.38 RECORD) ALONG A DIVISION LINE DESCRIBED BY SAID DOCUMENT NO. R69–12012, TO A FOUND REBAR IN CONCRETE: THENCE NORTH 64 DEGREES 57 MINUTES 55 SECONDS WEST 470.46 FEET, ALONG SAID NORTHERLY LINE OF THE UNITED STATES ATOMIC ENERGY COMMISSION (A.K.A. FERMILAB) SAID NORTHERLY LINE, ALSO BEING DESCRIBED BY DOCUMENT NO. R69–15549 RECORDED APRIL 14, 1969, TO A POINT ON THE WESTERLY LINE OF PARCEL 2 IN RAY W. MACDONALD CANTERBURY ASSESSMENT PLAT, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 10, 1976 AS DOCUMENT NO. R78–12409; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 58 SECONDS WEST 725.08 FEET, ALONG SAID WESTERLY LINE TO A POINT ON THE SOUTHERNLY RIGHTS OF WAY LINE OF FABYAN PARKWAY (A.K.A. BARTON ROAD AND DUPAGE COUNTY HIGHWAY 21) AS CONDIIONED BY DOCUMENT NO. S–70–3066 AND 70–3009; THENCE WESTERLY ALONG SAID RIGHT OF WAY LINE, BEING A TANGENTIAL CURVE CONCAVE TO THE NORTHWEST, RADIUS 1492.40 FEET, CENTRAL ANGLE 34 DEGREES 02 MINUTES 34 SECONDS, 886.72 FEET, THE CENTER OF SAID CIRCLE BEARS NORTHEAST 39 DEGREES 25 MINUTES 37 SECONDS WEST (THE CHORD BEARS SOUTH 67 DEGREES 35 MINUTES 40 SECONDS SOUTH, 2467.36 FEET), THENCE SOUTH 85 DEGREES 47 MINUTES 23 SECONDS WEST 244.00 FEET (245.09 RECORD) ALONG SAID RIGHT OF WAY LINE, SAID COURSE BEING A LINE NON TANGENT TO SAID CURVE; THENCE NORTH 86 DEGREES 57 MINUTES 26 SECONDS WEST 246.30 FEET, ALONG SAID RIGHT OF WAY LINE TO A POINT ON THE CENTERLINE OF MCGHESNEY ROAD, BEING ORIGINALLYDEDICATED APRIL 30, 1842, IN BOOK “A” PAGE 128 OF THE WINEFIELD’S 1784 RECORDS (NOW VACATED PER DOCUMENT NO. R95–177561, RECORDED DECEMBER 15, 1995); THENCE NORTH 07 DEGREES 36 MINUTES 07 SECONDS WEST 25.45 FEET, ALONG SAID CENTERLINE, SAID CENTERLINE ALSO, BEING THE SAID RIGHT OF WAY LINE; THENCE NORTH 85 DEGREES 57 MINUTES 02 SECONDS WEST 3215.47 FEET, ALONG SAID RIGHT OF WAY LINE, BEING ALSO, DEDICATED AND DESCRIBED BY DOCUMENT NO. R70–33932 RECORDED SEPTEMBER 21, 1970 AND BY CONDEMNATION CASE FILED AS C70–1716 IN THE DUPAGE COURT, TO A POINT ON A 949.31 FEET RADIUS CURVE, THE CENTER OF SAID BARS SOUTH 03 DEGREES 38 MINUTES 59 SECONDS WEST FROM SAID POINT; THENCE WESTERLY ALONG SAID CURVE AND RIGHT OF WAY LINE, 615.71 FEET; CENTRAL ANGLE 03 DEGREES 42 MINUTES 49 SECONDS (THE CHORD BEARS NORTH 88 DEGREES 12 MINUTES 15 SECONDS WEST 615.60 FEET); THENCE NORTH 09 DEGREES 44 MINUTES 36 SECONDS WEST ALONG SAID RIGHT OF WAY LINE, BEING A LINE NON TANGENT TO SAID CURVE 1102.96 FEET (1102.96 RECORD), TO A POINT ON THE WEST LINE SOUTH WEST QUARTER OF SAID SECTION 7; THENCE SOUTH 00 DEGREES 19 MINUTES 53 SECONDS WEST 270.64 FEET, ALONG SAID WEST LINE AND THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18 TO A CAST IRON MONUMENT MARKING THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 13, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN IN KANE COUNTY, ILLINOIS, PER DOCUMENT NO. S–84–45 RECORDED SEPTEMBER 10, 1984 IN DUPAGE COUNTY, ILLINOIS; THENCE SOUTH 00 DEGREES 03 MINUTES 04 SECONDS EAST 2636.99 FEET, ALONG SAID WEST LINE OF THE NORTHWEST QUARTER, TO THE POINT OF BEGINNING.

The natural text is a complex legal description of land and right of way, detailing specific coordinates and dimensions. It involves a series of lines, angles, and distances, indicating how to measure and describe the land accurately. The text is technical and precise, typical of legal and surveying documents. It references various documents, such as plat maps and recorded deeds, to establish the boundaries and rights.
WESTERLY LINE OF LOT 2 IN SAID KELAIN’S ASSESSMENT PLAT, SAID WESTERLY LINE ALSO BEING THE EASTERLY LINE OF LOT 1 IN SAID CLARENCCE ROLLAND’S ASSESSMENT PLAT, TO THE NORTHWesterLY CORNER OF SAID EASTWeller Lot 2, SAID EASTweller Line 00 Degrees 24 Minutes 36 Seconds East 33.06 Feet, Along the NortherLY Line of SAID LOT 2, TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF KRESS ROAD, AS DEDICATED BY SAID DOCUMENT NO. 895011, SAID EASTweller Line ALSO, BEING THE WESTERLY Line OF LOT 1 IN SAID KELAIN’S ASSESSMENT PLAT; THENCE NORTH 06 DEGREES 04 Minutes 07 SECONDS EAST 163.19 Feet, ALONG SAID EASTweller RIGHT OF WAY LINE TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF ROOSEVELT ROAD AS DEDICATED AND DESCRIBED BY DOCUMENT NO. 314776, RECORDED JULY 10, 1931, SAID SOUTHERLY RIGHT OF WAY LINE ALSO, BEING THE NORTHERLY RIGHT OF WAY LINE OF THE NORTHERLY Line OF LOT 1 IN A.J. FREY’S PLAT OF SURVEY, ACCORDING TO THE PLAT THEREOF RECORDED JULY 29, 1948 AS DOCUMENT NO. 548319; THENCE SOUTH 71 DEGREES 51 MINUTES 06 Seconds East 498.48 Feet, ALONG SAID SOUTHERLY RIGHT OF WAY LINE; THENCE SOUTHEASTERLY ALONG A TANGENTIAL Curve CONCAVE TO THE NORTH, RADIUS 12,782.43 Feet, CENTRAL ANGLE 00 DEGREES 16 MINUTES 40 SECONDS, 611.97 Feet (THE CHORD BEARS SOUTH 88 DEGREES 33 MINUTES 13 Seconds West 66.00 Feet) TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF McCHESNEY ROAD, BEING A ROAD 4 ROADS (66.00 Feet) WIDE AS ORIGINALLY DEDICATED APRIL 30, 1842, IN BOOK “A” PAGE 128 OF THE WINFIELD TOWNSHIP ROAD RECORDS, SAID WESTERLY Line ALSO, BEING THE EASTERLY Line OF SAID LOT 1 OF A.J. FREY’S PLAT OF SURVEY; THENCE SOUTH 22 DEGREES 51 MINUTES 52 Seconds West 213.13 Feet (220.35 RECORD), ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE SOUTHEASTERLY CORNER OF SAID LOT 1, SAID SOUTHEASTERLY CORNER BEING A POINT ON THE NORTHERLY Line OF SAID HAFFEY’S ASSESSMENT PLAT; THENCE NORTH 86 DEGREES 51 Minutes 13 Seconds West 18.01 Feet, ALONG SAID NORTHERLY Line TO A POINT ON THE WESTERLY RIGHT OF WAY Line OF AS DEDICATED BY SAID DOCUMENT NO. 866–31487; THENCE SOUTH 22 DEGREES 22 Minutes 51 Seconds West 191.07 Feet, ALONG SAID RIGHT OF WAY Line, TO A POINT ON THE SOUTHERLY Line OF SAID HAFFEY’S ASSESSMENT PLAT; THENCE SOUTH 86 DEGREES 47 Minutes 58 Seconds East 18.00 Feet, ALONG SAID SOUTHERLY Line, TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID ORIGINAL McCHESNEY ROAD, THENCE SOUTH 22 DEGREES 22 Minutes 51 Seconds West 441.65 Feet, ALONG SAID RIGHT OF WAY Line TO THE NORTHWesterLY CORNER OF VACATED McCHESNEY ROAD, PER DOCUMENT NO. R95–177561, RECORDED DECEMBER 15, 1995; THENCE SOUTH 67 DEGREES 37 Minutes 09 Seconds East 33.00 Feet, ALONG THE NORTHERLY Line Of SAID VACATED McCHESNEY ROAD, TO A POINT ON THE CENTERLINE OF SAID ORIGINAL McCHESNEY ROAD; THENCE NORTH 86 DEGREES 55 Minutes 07 Seconds East 987.34 Feet (985.04 RECORD) ALONG THE NORTH Line OF PARCEL “E–2” AS DESCRIBED AND PLATTED BY DOCUMENT NO. R88–080891, RECORDED JANUARY 26, 1988, TO THE WESTERLY Right Of WAY Line Of ROOSEVELT ROAD AND DUPAGE COUNTY HIGHWAY 21 AS CONDIMED BY DOCUMENT NO’S. 70–3066 AND 70–3009; THENCE WESTERLY Right Of WAY Line, BEING A TANGENTIAL Curve CONCAVE TO THE NORTHWEST, RADIUS 1372.40 Feet, CENTRAL ANGLE 38 DEGREES 17 MINUTES 20 Seconds, 917.13 Feet, THE CENTER OF SAID CIRCLE BEARS NORTH 43 DEGREES 40 MINUTES 30 Seconds West (THE CHORD BEARS SOUTH 65 DEGREES 28 MINUTES 03 Seconds West 900.16 Feet); THENCE NORTH 86 Degrees 52 MINUTES 07 Seconds West 223.03 Feet (222.92 RECORD) ALONG SAID RIGHT OF WAY Line, SAW LINE NON TANGENT To SAID CURVE; THENCE NORTH 86 DEGREES 13 Minutes 26 Seconds West 231.70 Feet, ALONG SAID Right Of WAY Line TO A POINT ON THE EASTERLY RIGHT OF WAY Line Of SAID ORIGINAL McCHESNEY Road; THENCE NORTH 01 Degrees 26 Minutes 47 Seconds East 122.13 Feet, ALONG SAID EASTERLY Right Of WAY Line To THE SOUTHEASTERLY Corner Of SAID VACATED McCHESNEY Road; THENCE NORTH 86 Degrees 55 Minutes 07 Seconds West 799.82 Feet (795.04 RECORD), ALONG SAID PARALLEL Line; THENCE NORTH 89 Degrees 40 Minutes 07 Seconds West 135.00 Feet, TO A POINT On The Right Of Way Line Of KRESS Road And DUPAGE COUNTY HIGHWAY 21 AS CONDIMED BY DOCUMENT NO. R2007–131936, RECORDED OCTOBER 10, 2007 As Document Number R2007–1455.98 Feet (1456.15 RECORD), ALONG SAID West Line, TO THE Point Of beginning, EXCEPTING THEREFROM DUPAGE NATIONAL TECHNOLOGY PARK—NORTH ASSESSMENT PLAT Lot 3, BEING PART OF THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 39 North, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 10, 2007 AS DOCUMENT NUMBER R2007–184625, EXCEPT THAT PART LYING NORTH OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE NORTHWEST Corner Of SAID Lot 3; THENCE SOUTH 00 Degrees 18 Minutes 30 Seconds West (BEING AN ASSUMED Bearing) ALONG THE WEST Line Of SAID Lot 3 A Distance Of 48.91 Feet, TO THE POINT Of BEGINNING; THENCE SOUTH 79 Degrees 44 Minutes 06 Seconds East, TO A POINT On THE EAST Line Of SAID Lot 3 Also BEING THE WEST Line Of TECHNOLOGY BOULEVARD DEDICATED PER DOCUMENT NUMBER R2007–131936, SAID POINT LYING 13.17 Feet South Of The Point Of Compound Curvature Of SAID TECHNOLOGY BOULEVARD; Said Point, Also BEING THE Point Of Terminus, IN DUPAGE COUNTY, ILLINOIS. ALSO EXCEPTING, DUPAGE NATIONAL TECHNOLOGY PARK—NORTH ASSESSMENT PLAT Lot 4, BEING PART OF THE EAST HALF OF SECTION 7, TOWNSHIP 39 North, RANGE 9 EAST OF
THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 10, 2007 AS DOCUMENT NUMBER R2007–184624, IN DUPAGE COUNTY, ILLINOIS.


ALSO EXCEPTING, DUPAGE NATIONAL TECHNOLOGY PARK—NORTH ASSESSMENT PLAT LOT 15, BEING PART OF THE SOUTH向きの2平方英里の土地の南部の角に位置する('Parcel C').

Said Parcel contains 401.9 acres, more or less.

**Parcel C**


Said Parcel contains 55.0 acres, more or less.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change a portion of the Ohio State University Airport from aeronautical use to non-aeronautical use and to authorize the swap of the airport property. The proposal consists of the swap of vacant, unimproved land owned by the Ohio State University (University) and to authorize the swap of the airport property for use as a university-owned public airport. The University has requested from FAA a "Release from Federal agreement obligated land covenants" to swap one (1) parcel of property acquired by the University.