

ACO-1, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3085.

SUPPLEMENTARY INFORMATION:

Background

Title 49 U.S.C. 47134 establishes an airport privatization pilot program and authorizes the Department of Transportation to grant exemptions from certain Federal statutory and regulatory requirements for up to ten airport privatization projects. The application procedures require the FAA to publish a notice in the **Federal Register** after review of a preliminary application. The FAA must publish a notice of receipt of the final application in the **Federal Register** for public review and comment for a sixty-day period. The STL preliminary application is available for public review at <http://www.regulations.gov>. The docket number is FAA Docket No. 2017-0325.

Title 49 U.S.C. 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received Federal assistance, from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes, to pay back a portion of Federal grants upon the sale or lease of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport.

On September 16, 1997, the FAA issued a Notice of procedures to be used in applications for exemption under the Airport Privatization Pilot Program (62 FR 48693). A request for participation in the pilot program must be initiated by the filing of either a preliminary or final application for exemption with the FAA.

The City of St. Louis submitted a preliminary application to the FAA for St. Louis Lambert International Airport on March 22, 2017; the preliminary application is accepted for review, with the same filing date. The City may select a private operator, negotiate an agreement and submit a final application to the FAA for exemption.

If the FAA accepts the final application for review, the application will be made available for public review and comment for a 60-day period.

Issued in Washington, DC, on April 21, 2017.

Kevin C. Willis,

Director, Office of Airport Compliance and Management Analysis.

[FR Doc. 2017-08751 Filed 4-28-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Supplemental Type Certificates SA401SW, SE325SW, SE419SW (Original Product Type Certificate Numbers A1CE, 2A13, 1A15, 1A10, 2A3, 273, E5CE, 3E1, E246, and E267)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for information on holder of supplemental type certificates (STC's) prior to FAA declaring STC abandoned.

SUMMARY: This Notice requests the current holder(s)—or their heirs—of STC's SA401SW, Full flow oil filter; SE325SW, Full flow oil filter; SE419SW, Full flow oil filter; come forward and identify themselves before the FAA declares these STC's abandoned.

DATES: We must receive all correspondence by October 30, 2017.

FOR FURTHER INFORMATION CONTACT: Send all correspondence on this issue to: Federal Aviation Administration, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, IL 60018. *Attn:* JoWanna Jenkins, ACE-116C1. All letters must be certified and signed. You may also contact Ms. Jenkins by phone at (847) 294-7145, or electronically at jowanna.jenkins@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA has received a third party request for the release of data for STC's SA401SW, SE325SW, and SE419SW under the provisions the Freedom of Information Act (FOIA), 5 U.S.C. 552. The FAA cannot release the requested data without the permission of the STC holder. The STC holder last listed on the certificate record is the Superior Flow Company, Division of A & E Manufacturing Inc.; Detroit, MI. The FAA has been unsuccessful in contacting the Superior Flow Company by telephone, email, and/or certified mail. There has been no activity with this STC holder for more than 3 years.

Information Requested

If you are the owner, or heir, or a transferee of STC's SA401SW, SE325SW, or SE419SW, or have any knowledge regarding who may now hold STC's SA401SW, SE325SW, or SE419SW, please contact JoWanna Jenkins using a method described in the **FOR FURTHER INFORMATION CONTACT** section of this notice. If you are the owner of STC's SA401SW, SE325SW, or SE419SW, you must provide a notarized copy of your Government issued identification (ID) with a letter and background establishing your ownership of the STC's and/or relationship as the heir to the deceased holder of the STC's (if that is the case).

Conclusion

If we do not receive any response by October 30, 2017, we will consider STC's SA401SW, SE325SW, and SE419SW abandoned and we will accordingly proceed with the release of the requested data. This notice is issued in accordance with Section 302 of the FAA Modernization and Reform Act of 2012, Public Law 112-95, <https://www.gpo.gov/fdsys/pkg/PLAW-112publ95/content-detail.html>. Partially codified as Title 49 of the United States Code (49 U.S.C.) Section 44704(a)(5).

Issued in Kansas City, MO, on April 20, 2017.

Mel Johnson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017-08753 Filed 4-28-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2010-0188; FMCSA-2012-0164; FMCSA-2014-0019; FMCSA-2014-0020]

Qualification of Drivers; Exemption Applications; Diabetes

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions of 97 individuals from its prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions enable these individuals with ITDM to continue to operate CMVs in interstate commerce.