

Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508.

**SUPPLEMENTARY INFORMATION:** Executive Order 12260 (December 31, 1980) implements the 1979 and 1994 Agreement on Government Procurement, pursuant to Title III of the Trade Agreements Act of 1979 as amended (19 U.S.C. 2511–2518). In section 1–201 of Executive Order 12260, the President delegated to the United States Trade Representative the functions vested in the President by sections 301, 302, 304, 305(c) and 306 of the Trade Agreements Act of 1979 (19 U.S.C. 2511, 2512, 2514, 2515(c) and 2516).

The Protocol Amending the Agreement on Government Procurement, done at Geneva on 30 March 2012 (“Protocol”), entered into force on April 6, 2014 for the United States and the following Parties: Canada, Chinese Taipei, Hong Kong, Israel, Liechtenstein, Norway, European Union, Iceland, and Singapore. See **Federal Register** 2014–05719.

The Protocol provides that following its entry into force, the Protocol will enter into force for each additional Party to the 1994 Agreement 30 days following the date on which the Party deposits its instrument of acceptance. On March 17, 2014, Japan deposited its instrument of acceptance to the Protocol. Therefore, the Protocol shall enter into force on April 16, 2014 for Japan. Therefore, for Japan, effective April 16, 2014, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall refer to the 1994 Agreement as amended by the Protocol.

With respect to those Parties which have not deposited their instruments of acceptance, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall continue to refer to the 1994 Agreement until 30 days following the deposit by such Party of its instrument of acceptance of the Protocol.

For the full text of the Government Procurement Agreement as amended by the Protocol and the new annexes that set out the procurement covered by all of the Government Procurement Agreement Parties, see GPA–113: <http://www.ustr.gov/sites/default/files/GPA%20113%20Decision%20on%20the%20outcomes%20of%20the%20negotiations%20under%20Article%20XXIV%207.pdf>.

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**Michael B.G. Froman,**  
*United States Trade Representative.*

[FR Doc. 2014–08927 Filed 4–17–14; 8:45 am]

**BILLING CODE 3290–F4–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Acceptance of Noise Exposure Maps for Indianapolis International Airport (IND), Indianapolis, Indiana

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the Indianapolis International Airport (IND) under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**DATES:** This notice is effective April 18, 2014, and applicable April 8, 2014. The public comment period ends May 8, 2014.

**FOR FURTHER INFORMATION CONTACT:** Ms. Amy Hanson, Environmental Protection Specialist, CHI–603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847–294–7354.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the updated noise exposure maps submitted for Indianapolis International Airport (IND) are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective (Note 1). Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may

submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the updated noise exposure maps and accompanying documentation submitted by Indianapolis International Airport (IND). The documentation that constitutes the “noise exposure maps” as defined in section 150.7 of Part 150 includes: Exhibit NEM–1, Existing (2013) Noise Exposure Map; Exhibit NEM–2, Future (2018) Noise Exposure Map; Table 1, Distribution of Average Daily Operations by Aircraft Type Existing (2013) Conditions; Exhibit 2, Noise Abatement Flight Paths (Day—7:00AM to 7:00PM); Exhibit 3, Noise Abatement Flight Paths (Evening and Night—7:00PM to 7:00AM); Exhibit 4, North Flow Large Passenger Jet INM Flight Tracks; Exhibit 5, North Flow Large Cargo Jet INM Flight Tracks; Exhibit 6, North Flow Regional/Air Taxi Jet INM Flight Tracks;

Exhibit 7, North Flow Propeller Aircraft INM Flight Tracks; Exhibit 8, South Flow Large Passenger Jet INM Flight Tracks; Exhibit 9, South Flow Large Cargo Jet INM Flight Tracks; Exhibit 10, South Flow Regional/Air Taxi Jet INM Flight Tracks; Exhibit 11, South Flow Propeller Aircraft INM Flight Tracks; Exhibit 12, Existing (2013) Noise Exposure Contour; Exhibit 13, Existing (2013) Noise Exposure Contour Compared to (Previous) Future 2008 NEM/NCP (from 2008 Update); Exhibit 14, INM Grid Point Locations; Exhibit 15, Future (2018) Noise Exposure Contour; Exhibit 16, Future (2018) Noise Exposure Contour compared to Existing (2013) Noise Exposure Contour; and Exhibit 17, Completed Land Use and Environmental Mitigation Program Boundaries.

The FAA has determined that these updated noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 3, 2014. FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full updated noise exposure map documentation and of the FAA's evaluation of the maps are available for examination, upon prior appointment during normal business hours, at the following locations: Indianapolis Airport Authority, 7800 Col. H. Weir Cook Memorial Drive, Indianapolis, Indiana 46241. Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon, Suite 320, Des Plaines, IL 60018.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Des Plaines, IL, April 8, 2014.

**James G. Keefer,**

*Manager, Chicago Airports District Office, FAA Great Lakes Region.*

[FR Doc. 2014-08914 Filed 4-17-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in Utah

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Limitation of Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces actions taken by the FHWA that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to the proposed I-15; 24th Street Interchange project in Weber County in the State of Utah. These actions grant approvals for the project.

**DATES:** By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the FHWA actions on the highway project will be barred unless the claim is filed on or before September 15, 2014. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Ziman, Area Engineer, Region 1, FHWA Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84129; telephone: 801-955-3525; email: [paul.ziman@dot.gov](mailto:paul.ziman@dot.gov). The FHWA Utah Division Office's normal business hours are 7:30 a.m. to 4:30 p.m. (Mountain Standard Time), Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA has taken final agency action subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the I-15; 24th Street Interchange project in the State of Utah. The I-15; 24th Street Interchange project proposes to provide transportation improvements at and around I-15 at the 24th Street exit in Weber County, Utah. The project consists of the following improvements: Construct an I-15 northbound on-ramp and a southbound off-ramp from 24th Street in a modified diamond configuration, where the southbound off-ramp is located on 2550 South, and the southbound on-ramp is located on Pennsylvania Avenue; construct northbound and southbound auxiliary lanes on I-15 between the 24th Street and 21st Street Interchanges; widen 24th Street from two lanes to four lanes from the planned intersection of 2550 South and Pennsylvania Avenue to 900 West; restripe 2550 South from two lanes to three lanes; construct a new alignment to the southeast of Midland Drive at Pennsylvania Avenue connecting to the intersection of 1900 West and Midland Drive comprised of four lanes, a center turn lane, paved shoulders, curb, gutter, parkstrip, and sidewalk; realign the access road for the Northern Utah Community Correctional

Center to avoid conflicts with the northbound I-15 on-ramp; remove the railroad tracks beneath I-15 at 24th Street and construct additional track on Midland Drive and north of 24th Street. The actions by the FHWA and the laws under which such actions were taken are described in the Environmental Assessment (EA) and Section 4(f) Evaluation and in the Finding of No Significant Impact (FONSI) issued on December 6, 2013.

This notice applies to all FHWA decisions as of the issuance date of this notice and all laws under which such actions were taken. Laws generally applicable to such actions include but are not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351; Federal-Aid Highway Act [23 U.S.C. 109].

2. Wildlife: Endangered Species Act [16 U.S.C. 1531-1544 and 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d); Migratory Bird Treaty Act [16 U.S.C. 703-712].

3. Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) et seq.]; Archaeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Archaeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11].

4. Noise: Federal-Aid Highway Act of 1970 [Pub. L. 91-605, 84 Stat. 1713].

5. Executive Orders: E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13287 Preserve America.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority:** 23 U.S.C. 139(l)(1)

Issued on: April 9, 2014.

**Ivan Marrero,**  
*Division Administrator.*

[FR Doc. 2014-08735 Filed 4-17-14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0415]

#### Agency Information Collection Activities; Revision of a Currently-Approved Information Collection Request: Request for Revocation of Authority Granted

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