

7. The assignment of an employee or consultant to a key staff position whose qualifications were not described in the application, or a change of a person assigned to a key project staff position (see section VI.A.2.).

8. A change in or temporary absence of the person responsible for managing and reporting on the grant's finances.

9. A change in the name of the grantee organization.

10. A transfer or contracting out of grant-supported activities (see subsection H. below).

11. A transfer of the grant to another recipient.

12. Pre-agreement costs (see section VII.I.2.a.).

13. The purchase of automated data processing equipment and software (see section VII.H.1.b.).

14. Consultant rates (see section VII.I.2.c.).

15. A change in the nature or number of the products to be prepared or the manner in which a product would be distributed.

#### *B. Requests for Grant Adjustments*

All grantees must promptly notify SJI, in writing, of events or proposed changes that may require adjustments to the approved project design. In requesting an adjustment, the grantee must set forth the reasons and basis for the proposed adjustment and any other information the program manager determines would help SJI's review.

#### *C. Notification of Approval/Disapproval*

If the request is approved, the grantee will be sent a Grant Adjustment signed by the SJI Executive Director. If the request is denied, the grantee will be sent a written explanation of the reasons for the denial.

#### *D. Changes in the Scope of the Grant*

Major changes in scope, duration, training methodology, or other significant areas must be approved in advance by SJI. A grantee may make minor changes in methodology, approach, or other aspects of the grant to expedite achievement of the grant's objectives with subsequent notification to SJI.

#### *E. Date Changes*

A request to change or extend the grant period must be made at least 30 days in advance of the end date of the grant. A revised task plan should accompany a request for an extension of the grant period, along with a revised budget if shifts among budget categories will be needed. A request to change or extend the deadline for the final financial report or final progress report

must be made at least 14 days in advance of the report deadline (see section VII.J.2.).

#### *F. Temporary Absence of the Project Director*

Whenever an absence of the project director is expected to exceed a continuous period of one month, the plans for the conduct of the project director's duties during such absence must be approved in advance by the Institute. This information must be provided in a letter signed by an authorized representative of the grantee/sub-grantee at least 30 days before the departure of the project director, or as soon as it is known that the project director will be absent. The grant may be terminated if arrangements are not approved in advance by SJI.

#### *G. Withdrawal of/Change in Project Director*

If the project director relinquishes or expects to relinquish active direction of the project, SJI must be notified immediately. In such cases, if the grantee/sub-grantee wishes to terminate the project, SJI will forward procedural instructions upon notification of such intent. If the grantee wishes to continue the project under the direction of another individual, a statement of the candidate's qualifications should be sent to SJI for review and approval. The grant may be terminated if the qualifications of the proposed individual are not approved in advance by SJI.

#### *H. Transferring or Contracting Out of Grant-Supported Activities*

No principal activity of a grant-supported project may be transferred or contracted out to another organization without specific prior approval by SJI. All such arrangements must be formalized in a contract or other written agreement between the parties involved. Copies of the proposed contract or agreement must be submitted for prior approval of SJI at the earliest possible time. The contract or agreement must state, at a minimum, the activities to be performed, the time schedule, the policies and procedures to be followed, the dollar limitation of the agreement, and the cost principles to be followed in determining what costs, both direct and indirect, will be allowed. The contract or other written agreement must not affect the grantee's overall responsibility for the direction of the project and accountability to SJI.

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**Jonathan D. Mattiello,**

*Executive Director.*

[FR Doc. 2019-21951 Filed 10-7-19; 8:45 am]

**BILLING CODE 6820-SC-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

**[Docket No.: 2010-1052]**

#### **Airport Investment Partnership Program**

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

**ACTION:** Notice of availability of the record of decision for the participation of Airglades Airport, Hendry County, Clewiston, Florida in the Airport Investment Partnership Program.

**SUMMARY:** The Federal Aviation Administration (FAA) has approved the final application by Hendry County, Florida, for Airglades Airport to participate in the Airport Investment Partnership Program. Three exemptions were issued from certain provisions of Federal law. Congress established an Airport Privatization Pilot Program and authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to grant exemptions from certain Federal

statutory and regulatory requirements. The Airport Privatization Pilot Program is now called the Airport Investment Partnership Program in accordance with the FAA Reauthorization Act of 2018. The Application Procedures require the FAA to approve the final application to permit exemptions after review of all documents necessary to comply with laws and regulations within the FAA's jurisdiction.

**DATES:** The Record of Decision was signed on September 30, 2019. Hendry County will sell Airglades Airport to Airglades LLC in accordance with the purchase and sale agreement.

**ADDRESSES:** The Record of Decision is available for public review under Docket Number 2010–2052, on the internet at <http://www.regulations.gov>, on the FAA's website [www.faa.gov](http://www.faa.gov) or in person at the Docket Operations office between 9:00 a.m. and 5:00 p.m. EST, Monday through Friday, except Federal holidays. The Docket Operations Office (800–647–5527) is located at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

**FOR FURTHER INFORMATION CONTACT:** Kevin C. Willis, Director, Airport Compliance and Management Analysis, ACO–1, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267–3085.

**SUPPLEMENTARY INFORMATION:**

**Introduction and Background**

Title 49 of the U.S. Code 47134 establishes the Airport Investment Partnership Program and 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, per § 47134(b)(1) the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes, (in the case of a non-primary airport, after the airport has consulted with at least 65 percent of the owners of aircraft based at that airport). If the exemption under § 47134(b)(1) is granted, the Administrator shall exempt the sponsor from the obligation to pay back a portion of Federal grants upon the sale or lease of an airport, or to return airport property deeded by the Federal Government upon transfer of the airport. If the exemption under § 47134(b)(1) is granted, the Administrator shall 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 Federal Aviation Administration issued a notice of procedures to be used in applications for exemptions under Airport Privatization Pilot Program (62 **Federal Register** (FR) 48693). On October 18, 2010, the FAA issued a letter accepting for review the Airglades Airport preliminary application (84 FR 4291, Docket Number 2010–1052). On August 8, 2019, Hendry County filed the final application for the privatization of Airglades Airport. The final application provides for the sale of Airglades Airport to Airglades LLC to operate the airport as a general aviation facility and to develop a Perishable Cargo Complex. The privatization plan includes constructing a 10,000-foot runway for a Perishable Cargo Complex.

On August 19, 2019, the Federal Aviation Administration published in the **Federal Register** a Notice of Receipt of Final Application of Airglades Airport (2IS), Hendry County, Clewiston, Florida: Commencement of 30-day public view and comment period (84 FR 42977). The Notice made known the availability of the final application for Airglades Airport for public view and comment. Comments were requested by September 18, 2019.

The FAA received 284 comments in response to the Notice. The FAA response to the comments is incorporated in the Record of Decision.

On September 30, 2019, the FAA signed the Record of Decision approving the participation of Airglades Airport in the Airport Investment Partnership Program.

Issued in Washington, DC, on October 3, 2019.

**Lorraine M. Herson-Jones,**

*Manager, Office of Airport Compliance and Management Analysis.*

[FR Doc. 2019–21948 Filed 10–7–19; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Solicitation of Nominations for Appointment to the Women in Aviation Advisory Board**

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

**ACTION:** Solicitation of Nominations for Appointment to the Women in Aviation Advisory Board.

**SUMMARY:** The FAA is issuing this notice to solicit nominations for qualified candidates to serve on the Women in Aviation Advisory Board (the Board). The objective of the Board is to provide independent advice and recommendations to the FAA. Section 612, Supporting Women's Involvement in the Aviation Field, of the FAA Reauthorization Act of 2018, requires the FAA Administrator establish and facilitate a Women in Aviation Advisory Board to encourage women and girls to enter the field of aviation with the objective of promoting organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women into the aviation industry.

**DATES:** Nomination package materials (see below) must be received no later than October 29, 2019 to be considered for the initial committee appointment. Nomination packages received after that date will be retained for consideration to fill future committee vacancies.

**ADDRESSES:** All nominations shall be emailed to Angela Anderson, the Designated Federal Officer, at [s612womenadvisoryboard@faa.gov](mailto:s612womenadvisoryboard@faa.gov) (subject line “2019 Women in Aviation Advisory Board Nomination”). A return email confirmation will be sent upon receipt.

**FOR FURTHER INFORMATION CONTACT:** For questions about this process or general questions about the Board, please contact Angela Anderson at [s612womenadvisoryboard@faa.gov](mailto:s612womenadvisoryboard@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*Description of Duties:* The Board acts solely in an advisory capacity and does not exercise program management responsibilities. Any decisions directly affecting implementation of policy will remain with the FAA Administrator and the Secretary of Transportation.

The Board shall present a comprehensive plan for strategies the FAA Administrator can take, which include the following objectives:

- a. Identifying industry trends that directly or indirectly encourage or discourage women from pursuing careers in aviation.
- b. Coordinating the efforts of airline companies, nonprofit organizations, and aviation and engineering associations to facilitate support for women pursuing careers in aviation.
- c. Creating opportunities to expand existing scholarship opportunities for women in the aviation industry.