

the environmental impacts of the for Modernization and Enhancement of Ranges, Airspace, and Training Areas in the JPARC in Alaska. FAA is authorized to adopt the Final EIS, Adoption. Accordingly, the FAA adopts the Final EIS, and takes full responsibility for the scope and content that addresses the proposed changes to SUA for JPARC.

**FOR FURTHER INFORMATION CONTACT:** Paula Miller, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; email: [Paula.Miller@faa.gov](mailto:Paula.Miller@faa.gov); telephone: (202) 267-7378.

**SUPPLEMENTARY INFORMATION:**

**Background**

In March 2012, in accordance with NEPA and its implementing regulations, the USAF and Army released a Draft EIS. The Draft EIS presented the potential environmental consequences of the USAF and Army's proposal to modernize and enhance JPARC ranges by analyzing the military training activities at JPARC, Alaska. As a result of the FAA aeronautical review process, and public, agency, and tribal comments during the 111-day public comment period on the Draft EIS, the USAF, FAA, other federal and state agencies, and tribal governments have consulted to mitigate concerns while continuing to meet national defense training requirements. The USAF and Army are the proponents for the JPARC Modernization and were the lead agencies for the preparation of the Final EIS, which was issued in June 2013. The FAA is a cooperating agency responsible for approving SUA as defined in 40 CFR 1508.5.

The FAA has independently evaluated the JPARC Final EIS and the accompanying SUA proposals. FAA previously issued a Record of Decision (ROD) for the USAF SUA proposals because they were ripe for a decision while the Army SUA proposals are currently still undergoing aeronautical processing and development. The Army SUA proposals are now ripe for a decision; therefore, the scope and extent of FAA's ROD is only for the Army SUA proposals.

The USAF and Army issued one ROD. The ROD lists the Army and USAF actions and decisions separately. The ROD includes an Army Decision, signed July 30, 2013, and an USAF Decision signed August 6, 2013. The Army selected the preferred alternatives for BAX R-2201, DMPTR R-2205, and Unmanned Aerial Vehicle (UAV) Access. The Army/USAF ROD also lists

mitigation measures by agency and specific action. The FAA has coordinated with the Army on UAV Access on an alternative solution of implementing Certificates of Authorization, since the activity does not qualify for a restricted area.

**Implementation**

After evaluating the public comments received, the aeronautical studies, and the environmental analysis, the FAA is establishing BAX R-2201 and expanding DMPTR R-2205. On March 6, 2017, the FAA published a notice of proposed rulemaking (NPRM) proposing to establish BAX R-2201 in the **Federal Register** (82 FR 12529). In response to public comments expressing concerns over the impact to general aviation aircraft, the FAA subsequently published a Supplemental NPRM in the **Federal Register** on January 11, 2018 (83 FR 1316), that would reduce the overall size of the proposed BAX R-2201 by 50 percent. On March 6, 2019, the FAA published a NRPM (82 FR 12526) to expand DMPTR R-2205. Minor changes to reduce the size of R-2205 were made from what was analyzed in the FEIS to improve aviation safety and reduce the burden on non-participating traffic to help civil pilots remain well clear of hazardous activities while following the river during VFR flights and to avoid the Alaska Pipeline.

FAA. The August 29, 2019 Written Re-Evaluation/Adoption/ROD is available on the FAA website and can be viewed at [https://www.faa.gov/air\\_traffic/environmental\\_issues/](https://www.faa.gov/air_traffic/environmental_issues/).

**Right of Appeal**

The Written Re-evaluation, Adoption, and ROD for the changes to the JPARC MOAs constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the date of this notice in accordance with the provisions of 49 U.S.C. 46110.

Issued in Des Moines, WA, on August 26, 2019.

**B.G. Chew,**

*Acting Manager, Operations Support Group, Western Service Center, Federal Aviation Administration.*

[FR Doc. 2019-19105 Filed 9-4-19; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**[Summary Notice No. 2019-38]**

**Petition for Exemption; Summary of Petition Received; Helinet Aviation Services, LLC**

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

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before September 25, 2019.

**ADDRESSES:** Send comments identified by docket number FAA-2019-0462 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493-2251.

**Privacy:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to

<http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jake Troutman, (202) 683-7788, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 15, 2019.

**John Linsenmeyer,**

*Acting Deputy Director, Office of Rulemaking.*

#### **Petition for Exemption**

**Docket No.:** FAA-2019-0462.

**Petitioner:** Helinet Aviation Services, LLC.

**Section(s) of 14 CFR Affected:**

§§ 61.23(a) & (c); 61.101(e)(4) & (5); 61.113(a); 61.315(a); 91.7(a); 91.119(c); 91.121; 91.151(a)(1); 91.405(a); 91.407(a)(1); 91.409(a)(1) & (2); & 91.417(a) & (b).

**Description of Relief Sought:** The proposed exemption, if granted, would allow the petitioner to operate the Shotover U1 unmanned aircraft system (UAS), weighing 88.2 pounds, in support of closed-set motion picture and television filming operations. The petitioner intends to operate the UAS closer than 500 feet to production personnel and other individuals participating in the intended purposes of the operation who are located on the closed-set; however, the UAS will never be operated over people. The operations will take place below 400 feet above ground level and within visual line of sight of the pilot and a visual observer. Operations will occur during daylight hours on private property with permission from the property owner/controller. Operations will be limited to Class G airspace unless an appropriate Air Traffic Organization Certificate of Waiver or Authorization has been obtained that authorizes operations in other classes of airspace.

[FR Doc. 2019-19138 Filed 9-4-19; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

#### **Withdrawal of a Notice of Intent (NOI) To Prepare an Environmental Impact Statement (EIS)**

**AGENCY:** Federal Highway Administration (FHWA), United States Department of Transportation (USDOT).

**ACTION:** Notice of NOI withdrawal.

**SUMMARY:** The FHWA is issuing this notice to advise the public of withdrawal of the NOI to prepare an EIS published in the **Federal Register** Vol. 71, No. 128, July 5, 2006 for a proposed combined highway and transit project on 1-285 in Cobb, Fulton, and DeKalb Counties, Georgia.

#### **FOR FURTHER INFORMATION CONTACT:**

Jennifer Giersch, Environmental Coordinator, Federal Highway Administration, 61 Forsyth Street, Suite 17T100, Atlanta, Georgia 30303, Telephone: (404) 562-3653; email: [JenniferGiersch@fhwa.dot.gov](mailto:JenniferGiersch@fhwa.dot.gov).

Eric Duff, State Environmental Administrator, Georgia Department of Transportation, One Georgia Center, 16th Floor, Atlanta, Georgia 30308, Telephone: (404) 631-1071; email: [eduff@dot.ga.gov](mailto:eduff@dot.ga.gov).

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Georgia Department of Transportation (GDOT), published a NOI on July 5, 2006 to prepare an EIS for a proposed combined highway and transit project along 1-285 from I75 in Cobb County to 1-85 in DeKalb County, a length of approximately 17 miles. FHWA hereby advises the public of the rescission of this NOI. This change occurred because part of the project corridor, the interchange of 1-285 and GA 400, advanced as an independent project with its own purpose and need. Additionally, GDOT's Major Mobility Investment Program refocused the purpose and need for improvements along 1-285. FHWA and GDOT anticipate the issuance of a new NOI for the proposed construction of express lanes along the project corridor.

Any future Federal-aided action within this corridor will comply with the environmental review requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*), FHWA implementing environmental regulations (23 CFR part 771) and related authorities, as appropriate. Comments and questions concerning this action should be directed to FHWA at the address provided above.

**Authority:** 23 U.S.C. 315; 49 CFR 1.48.

Issued on: August 21, 2019.

**Moises Marrero,**

*Division Administrator, Federal Highway Administration, Atlanta, Georgia.*

[FR Doc. 2019-18512 Filed 9-4-19; 8:45 am]

**BILLING CODE M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Railroad Administration**

**[Docket Number FRA-2019-0055]**

#### **Petition for Waiver of Compliance**

Under part 211 of title 49 Code of Federal Regulations (CFR), this provides the public notice that by letter dated May 22, 2019, the Belt Railway Company of Chicago (BRC) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 234.309, *ENS signs in general*, and 49 CFR 234.311, *ENS sign placement and maintenance*. FRA assigned the petition Docket Number FRA-2019-0055.

Specifically, BRC requests relief from the requirement to replace signage under §§ 234.309 and 234.311, pending the successful conclusion of two 49 CFR part 236 block signal applications (BSAP) (*see* Docket Numbers FRA-2019-0039 and FRA-2019-0010). Access to the subject track is either over Bridge 710 on Canadian National Railway's (CN) Lakefront Subdivision or via access from BRC's Kenton Line. BSAPs were filed by both BRC and CN based on lack of traffic and upgrades that will render this trackage entirely inaccessible for train traffic. There is currently no rail service on this track, and no plan to restore service.

This single industrial track includes no sidings or auxiliary tracks and runs parallel to Harbor Avenue and South Lake Shore Drive. There are five private highway-rail grade crossings (HRGC) and one public HRGC on the route:

- (1) DOT #869205W—milepost (MP) 0.29—Private;
- (2) DOT #869206D—MP 0.52—Ewing Avenue;
- (3) DOT #869207K—MP 0.53—Private;
- (4) DOT #869208S—MP 0.63—Private;
- (5) DOT #869209Y—MP 0.65—Private; and
- (6) DOT #869210T—MP 0.71—Private.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's