

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Hazardous Materials Training Requirements**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval of a new information collection. This collection involves FAA certification process requirements for operators and repair stations who are required to submit documentation related to hazardous materials training programs.

**DATES:** Written comments should be submitted by January 2, 2019.

**ADDRESSES:** Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP-110, 10101 Hillwood Parkway, Fort Worth, TX 76177

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**FOR FURTHER INFORMATION CONTACT:**

Barbara Hall by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov); phone: 940-594-5913.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0705.

*Title:* Hazardous Materials Training Requirements.

*Form Numbers:* There are no FAA forms associated with this collection of information.

*Type of Review:* Renewal of an information collection.

*Background:* The FAA, as prescribed in 14 CFR parts 121 and 135, requires certificate holders to submit manuals and hazardous materials (hazmat) training programs, or revisions to an approved hazmat training program to

obtain initial and final approval as part of the FAA certification process. Original certification is completed in accordance with 14 CFR part 119. Continuing certification is completed in accordance with 14 CFR parts 121 and 135. The FAA uses the approval process to determine compliance of the hazmat training programs with the applicable regulations, national policies and safe operating practices. The FAA must ensure that the documents adequately establish safe operating procedures. Additionally, 14 CFR part 145 requires certain repair stations to provide documentation showing that persons handling hazmat for transportation have been trained following DOT guidelines.

*Respondents:* Part 121, 135, and 145 certificate holders. Approximately 2,800.

*Frequency:* Information is collected on occasion. Part 121 and part 135 operators are required to submit documentation of their hazardous materials training to receive original certification. If the operator decides to make a change to their training program, they must provide the updated manual. Part 145 repair station is required to submit a statement to the FAA certifying that all of their hazmat employees are trained under the Hazardous Materials Regulations prior to receiving their initial part 145 certificate.

*Estimated Average Burden per Response:* The amount of time per response is expected to vary. For example, new responses take significantly longer than revisions. Furthermore, operators with will-carry hazardous materials operations are anticipated to have longer responses than will-not carry hazardous materials operations. Part 145 repair stations will require less time to develop a certification statements than operators require to develop a manual. Additionally certificate holders vary in the type and size of the operations. Certificate holders are not anticipated to spend the same amount of time each year. Therefore, based on FAA's subject matter expertise we continue to expect reporting to take an average .6 hours, and recordkeeping to take .7 hours for a total of 1.3 hours per response. These are an annualized average which account for the wide variability in the type, complexity and size of operation. Additionally, the type of update can vary. Operators may make minor revisions to the manual, or they may choose to make more significant changes reflecting a larger change in their operations.

*Estimated Total Annual Burden:* 7,300 hours.

Issued in Fort Worth, TX on October 11, 2018.

**Barbara L. Hall,**

*FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

**[Docket No. FAA-2018-0939; Notice of Availability Docket No. 18-ANE-6]**

**Notice of Availability of Categorical Exclusion and Record of Decision (CATEX/ROD) for Boston Harbor Seaplane Operation, MA**

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

**ACTION:** Notice of availability.

**SUMMARY:** The FAA, Eastern Service Center is issuing this notice to advise the public of the availability of the Categorical Exclusion/Record of Decision (CATEX/ROD) for the Boston Harbor Seaplane Operation. The FAA reviewed the action and determined it to be categorically excluded from further environmental review.

**FOR FURTHER INFORMATION CONTACT:** Mr. Andrew Pieroni, Federal Aviation Administration, Operations Support Group, Eastern Service Center, 1701 Columbia Avenue, College Park, Georgia 30337, (404) 305-5586.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) proposes to implement a Letter of Agreement (LOA) between Boston Airport Traffic Control Tower (BOS ATCT), Boston Consolidated Terminal Radar Approach Control (A90) and Hyannis Air Service Inc., (OBA Cape Air [KAP]) for seaplane operations in the Boston, Massachusetts Inner Harbor. This proposed LOA would ensure standardized, safe and de-conflicted seaplane operations in the Boston, Massachusetts Inner Harbor from BOS ATCT operations and allows for efficient airspace operations in the General Edward Lawrence Logan International Airport (BOS) Class B airspace. The proposed VFR handling of seaplane arrivals and departures will enhance safety and minimize delays for aircraft at BOS. The FAA reviewed the action and determined it to be categorically excluded from further environmental review according to FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The applicable categorical exclusion is § 5-6.S(i.).

Issued in College Park, Georgia, on October 24, 2018.

**Ryan W. Almasy,**

*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2018-24056 Filed 11-1-18; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Availability of the Federal Aviation Administration Record of Decision and Adoption of the Final Environmental Impact Statement for Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex in Alaska, for the Fox 3 Military Operations Area (MOA) Expansion and Paxon/Delta 5 MOA Establishment and Night Joint Training, Extending MOA Times of Use for the United States Air Force**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of record of decision.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its decision to adopt the United States Departments of the Army (Army) and Air Force's (USAF) Final Environmental Impact Statement (EIS) for the Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex (JPARC) in Alaska, EIS No. 20130181. In accordance with Section 102 of the National Environmental Policy Act of 1969 ("NEPA"), the Council on Environmental Quality's ("CEQ") regulations implementing NEPA (40 CFR parts 1500-1508), and other applicable authorities, including The Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8-2, and FAA Order JO 7400.2K, "Procedures for Handling Airspace Matters," paragraph 32-2-3, the FAA has conducted an independent review and evaluation of the Army and the USAF's Final EIS for Modernization and Enhancement of Ranges, Airspace, and Training Areas in the JPARC in Alaska, dated June 2013. As a cooperating agency with responsibility for approving special use airspace (SUA) under 49 U.S.C. 40103(b)(3)(A), the FAA provided subject matter expertise and coordinated with the USAF and Army during the environmental review process, including preparation of the Draft EIS and the Final EIS. Based on its independent review and evaluation, the FAA has determined the Final EIS,

including its supporting documentation, as incorporated by reference, and other supporting documentation incorporated by reference for FAA's Written Re-Evaluation and Adoption of the Final EIS adequately assesses and discloses 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 under 40 CFR 1506.3, 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; 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 found that the USAF SUA proposals are ripe for a decision while the Army SUA proposals are currently still undergoing aeronautical processing and development. Therefore, the scope and extent of FAA's Record of Decision (ROD) is only for the USAF 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 USAF

selected the preferred alternatives for the Fox 3 MOA Expansion and New Paxon MOA, Realistic Live Ordnance Delivery (RLOD), and Night Joint Training (NJT). The Army/USAF ROD also lists mitigation measures by agency and specific action. The USAF has since decided they do not currently plan to implement RLOD, and they have not submitted an aeronautical proposal for the expansion of R-2202 necessary for RLOD.

##### **Implementation**

After evaluating the public comments received, the aeronautical studies, and the environmental analysis, the FAA is expanding the Fox 3 Military Operations Area (MOA), establishing the Paxon and Delta 5 MOAs, and extending the times of use of the existing JPARC MOAs for NJT.

FAA circularized the proposed actions from February 24, 2105 through May 10, 2015. After the conclusion of the circularization comment period and FAA's Aeronautical Study, the FAA changed the name of Paxon B MOA to Delta 5 MOA and deleted the Visual Flight Rules (VFR) Corridor in the interest of safety. The name change and the elimination of the VFR Corridor mitigation do not change the SUA request or the analysis done in the Final EIS and the Aeronautical Study. The modification did not change the area of analysis; therefore, the environmental and aeronautical analyses are still valid. The legal descriptions for the JPARC MOAs will be published in the National Flight Data Digest with a November 8, 2018 effective date. The August 29, 2018 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.