

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Brendetta Jones,
Clearance Clerk.

[FR Doc. 2022-15239 Filed 7-15-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on a Land Release Request at Camdenton Memorial-Lake Regional Airport (OZS), Camdenton, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release of airport land.

SUMMARY: The FAA proposes to rule and invites public comment on the request to release and sell two parcels of land totaling 1.03 acres of federally obligated airport property at the Camdenton Memorial-Lake Regional Airport (OZS), Camdenton, Missouri.

DATES: Comments must be received on or before August 17, 2022.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Jeffrey J. Hooker, City Administrator, City of Camdenton, 437 W US Hwy. 54, Camdenton, MO 65020, (573) 346-3600.

FOR FURTHER INFORMATION CONTACT: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329-2603, amy.walter@faa.gov. The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release two parcels of land totaling 1.03 acres of airport property at the Camdenton Memorial-Lake Regional Airport (OZS) under the provisions of 49 U.S.C. 47107(h)(2). The City of Camdenton requested a release from the FAA to sell one parcel, totaling approximately 0.26 acres, to Camden County for road right-of-way and one parcel totaling approximately 0.47 acres, to an adjoining property owner, James E. Newman. The FAA determined this

request to release and sell property at the Camdenton Memorial Lake-Regional Airport (OZS) submitted by the Sponsor meets the procedural requirements of the FAA and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Camdenton Memorial-Lake Regional Airport (OZS) is proposing the release and sale of a two parcels of airport property containing 1.03 acres. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Camdenton Memorial-Lake Regional Airport (OZS) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances in order to sell the land. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation use.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may request an appointment to inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Camdenton City Hall.

Issued in Kansas City, MO, on July 8, 2022.

James A. Johnson,

Director, FAA Central Region, Airports Division.

[FR Doc. 2022-14986 Filed 7-15-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket: FAA-2022-0655]

Notice of Availability of the Finding of No Significant Impact and Record of Decision and Adoption of the United States Department of the Navy Environmental Assessment for the Establishment of Restricted Area R-2511 at Naval Air Weapons Station China Lake, CA

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

ACTION: Notice of Availability of the Finding of No Significant Impact (FONSI)/Record of Decision (ROD).

SUMMARY: The Federal Aviation Administration (FAA) announces its decision to adopt the Department of the Navy (DON) *Final Environmental Assessment—Establishment of Restricted Area R-2511 at Naval Air Weapons Station China Lake, California*. The Environmental Assessment (EA) underwent a 15 day public comment period from June 17, 2021 to July 2, 2021 and no comments were received. This notice announces that, based on its independent review and evaluation of the EA and supporting documents, the FAA is adopting the EA and issuing a FONSI/ROD for the establishment of the Restricted Area (RA) R-2511.

FOR FURTHER INFORMATION CONTACT: Ryan Weller, Operations Support Group, Western Service Center, 2200 216th Street, Des Moines, WA 98198; telephone (206) 231-2286.

SUPPLEMENTARY INFORMATION: The FAA's Proposed Action would be entirely airspace-based and would establish a Special Use Airspace (SUA), consisting of one RA. The new SUA would connect the existing RAs R-2505 and R-2524. The new RA would be titled R-2511 and would have the same dimensions as the existing Trona Controlled Firing Area (TCFA). The FAA's Proposed Action would not change or modify existing military flight activities or weapons testing occurring within the SUA. Aircraft activities would be consistent with those already occurring in the airspace.

The RA would help notify, advise, and alert other pilots to where military training activity could be occurring. The RA would be established when determined necessary to confine or segregate activities considered hazardous to non-participating aircraft, which is defined as any aircraft

(military or civilian) that is not actively involved in the research, development, acquisition, test, and evaluation (RDAT&E) activities within the RA when activated. Itinerant (non-local) or other aircraft not familiar with DON RDAT&E activities would now be made aware of the military flight activity more formally, by the existence of the RA on the FAA Sectional Aeronautical Chart. The RA would be mapped on the FAA Los Angeles Sectional Chart and knowledge of its activation would prompt all pilots to take notice of existing military flight activity, resulting in better awareness and coordination. Non-participating aircraft would not be allowed in the RA when activated.

Implementation

After evaluating the aeronautical study and the EA, the FAA has issued a FONSI/ROD to establish R-2511. The RA would improve flight safety for all pilots (civilian, commercial and military) while improving the capability of the DON to conduct RDAT&E and training activities. The R-2511 would create a linkage between existing R-2505 and R-2524, covering an area of approximately 87 square miles. The designated altitudes are at 6,000 feet (ft) mean sea level (MSL) to, but not including, flight level (FL) 200 (20,000 ft MSL). The times of use are between 0700–1700 pacific time, Monday through Friday. Activation of the RA is by Notice to Air Missions (NOTAM) at least seven days in advance. Operations would be scheduled for two-hour blocks, with a maximum of two blocks authorized per day. Annual operations would be conducted within the R-2511 up to 36 days per year.

In accordance with Section 102 of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's (CEQ) regulations for implementing NEPA (40 CFR parts 1500–1508), and other applicable authorities (including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8–2, and FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, paragraph 32–2–3), the FAA has conducted an independent review and evaluation of the DON's EA. As a cooperating agency with responsibility for approving SUA under 49 U.S.C. 40103(b)(3)(A), the FAA provided subject matter expertise and coordinated with the DON during the environmental review process.

The FONSI/ROD and EA are available on the FAA website at: https://www.faa.gov/air_traffic/environmental_issues/.

Issued in Des Moines, WA, on July 12, 2022.

Ryan Wade Weller,

*Environmental Protection Specialist,
Operation Support Group, Western Service Area.*

[FR Doc. 2022–15210 Filed 7–15–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2019–0278]

Hours of Service of Drivers: Application for Exemption; Harris Companies, Inc. (Harris)

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

ACTION: Notice of final disposition; denial of exemption.

SUMMARY: FMCSA announces its decision to deny the Harris Companies, Inc. (Harris) application for exemption from the electronic logging device (ELD) rule for all its employees who are required to prepare records of duty status (RODS). This includes elevator technicians, electricians, other general laborers, and welders who operate commercial motor vehicles (CMVs) in interstate commerce. FMCSA has analyzed the exemption application and the public comments and determined that the applicant has not demonstrated that it would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent the requested exemption.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division: Telephone: (202) 366–4225 or MCPSD@dot.gov. If you have questions on viewing or submitting material to the docket, contact Dockets Operations, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view comments, as well as documents mentioned in this notice as being available in the docket, go to www.regulations.gov and insert the docket number, “FMCSA–2020–0171 in the “Keyword” box and click “Search.” Next, click the “Open Docket Folder” button and choose the document to review. If you do not have access to the internet, you may view the docket online by visiting Dockets operations in Room W12–140 on the ground floor of the DOT West Building, 1200 New

Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from certain Federal Motor Carrier Safety Regulations. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The Agency's decision must be published in the **Federal Register** (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption, and the regulatory provision from which the exemption is granted. The notice must also specify the effective period (up to five years) and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

III. Request for Exemption

Harris, a family-owned and operated company comprised of an elevator division and an electric division, applied for an exemption from the use of ELDs required under 49 CFR 395.8. The exemption would cover the company's 14 elevator technicians and electricians and seven general laborers and welders who operate CMVs. The company currently uses electronic devices to document hours of service (HOS). However, given internet connectivity issues affecting operation of its ELDs, Harris requested the exemption to allow it to resume the use of paper RODS.

IV. Public Comments

On December 13, 2019, FMCSA published notice of the Harris application for exemption and requested public comment (84 FR 68287). The Agency received three comments, two opposing and one supporting the exemption request. The Commercial