

carriers with flexibility during this unprecedented situation and to support the long-term viability of carrier operations at slot-controlled and IATA Level 2 airports in the United States. In light of the evolving and extraordinary circumstances related to COVID-19 worldwide, continuing relief for this additional period on a conditional basis is reasonable to mitigate the impacts on demand for air travel resulting from the spread of COVID-19 worldwide.

While the FAA is providing continued, albeit conditional, relief through the Winter 2020/2021 season, carriers should not assume that further relief will be forthcoming beyond the end of the Winter 2020/2021 scheduling season. The FAA will review the facts and circumstances at the time of any future waiver requests; however, the FAA will also continue to consider the importance of providing access to the Nation's congested airports where there is capacity available. Slots are a scarce resource. Slot usage waivers accordingly are reserved for extraordinary circumstances. Even during an extraordinary period such as the COVID-19 public health emergency, carriers should utilize their slots and operating authorizations efficiently, in accordance with established rules and policy, or relinquish those slots and authorizations to the FAA so that other carriers willing and able to make use of them can do so. The FAA cautions all carriers against altering plans for usage at slot-controlled and Level 2 airports in reliance upon a presumption that additional relief will be forthcoming, which is a decision on which the FAA has not rendered a judgment at this time. The presumption that carriers should apply in preparing for operations in future scheduling seasons is compliance with standard slot management and schedule facilitation processes.

The FAA reiterates its expectation that foreign slot coordinators will provide reciprocal relief to U.S. carriers. To the extent that U.S. carriers fly to a foreign carrier's home jurisdiction and that home jurisdiction does not offer reciprocal relief to U.S. carriers, the FAA may determine not to grant a waiver to that foreign carrier. The FAA acknowledges that some foreign jurisdictions may opt to adopt more strict provisions in response to this policy than they had otherwise planned. However, as previously explained, the FAA believes the conditions associated with the relief provided in this policy are necessary to strike a balance between competing interests of incumbent carriers and those carriers seeking new or increased access at these

historically-constrained airports, as well as to ensure the relief is appropriately tailored to reduce the potential for a long-term waiver to suppress flight operations for which demand exists. A foreign carrier seeking a waiver may wish to ensure that the responsible authority of the foreign carrier's home jurisdiction submits a statement by email to [ScheduleFiling@dot.gov](mailto:ScheduleFiling@dot.gov) confirming reciprocal treatment of the slot holdings of U.S. carriers.

The FAA emphasizes that it strongly encourages carriers to return slots and approved schedules voluntarily as soon as possible and for as long a period as possible during the Winter 2020/2021 season, so that other airlines seeking operations on an *ad hoc* basis may do so with increased certainty. The rolling four-week return deadline is only a minimum requirement, and FAA anticipates that carriers may often be able to provide notice of cancellations significantly further in advance than four weeks. In both the Level 2 and slot-controlled environments, the FAA seeks the assistance of all carriers to continue to work with the FAA to ensure the national airspace system capacity is not underutilized during the COVID-19 public health emergency.

Carriers should advise the FAA Slot Administration Office of COVID-19-related cancellations and return the slots to the FAA by email to [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov) to obtain relief. The information provided should include the dates for which relief is requested, the flight number, origin/destination airport, scheduled time of operation, the slot identification number, as applicable, and supporting information demonstrating that flight cancellations directly relate to the COVID-19 public health emergency. Carriers providing insufficient information to identify clearly slots that will not be operated at DCA, JFK, or LGA will not be granted relief from the applicable minimum usage requirements. Carriers providing insufficient information to identify clearly changes or cancellations from previously approved schedules at EWR, LAX, ORD, or SFO will not be provided priority for future seasons.

Issued in Washington, DC, on October 2, 2020.

**Arjun Garg,**  
Chief Counsel.

**Timothy L. Arel,**  
Deputy Chief Operating Officer, Air Traffic Organization.

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**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice of Intent To Rule on a Release Request To Sell On-Airport Property Purchased With Airport Improvement Program (AIP) Funding and Remove It From Airport Dedicated Use at the Lehigh Valley International Airport (ABE), Allentown, PA

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

**ACTION:** Notice of release request to sell on-airport property purchased with AIP funding and remove it from dedicated use.

**SUMMARY:** The FAA is requesting public comment on the Lehigh-Northampton Airport Authority proposed land release and sale of 32.566 acres of on airport property at the Lehigh Valley International Airport in Hanover Township, Pennsylvania. The subject property was purchased with federal financial assistance under the Airport Improvement Program.

FAA grants affecting the parcels to be released are identified below.

1. Grant No. 3-42-0001-074-2008
2. Grant No. 3-42-0001-067-2006
3. Grant No. 3-42-0001-074-2008
4. Grant No. 3-42-0001-035-1998
5. Grant No. 3-42-0001-067-2006
6. Grant No. 3-42-0001-029-1996
7. Grant No. 3-42-0001-029-1996
8. Grant No. 3-42-0001-062-2005

**DATES:** Comments must be received on or before November 6, 2020.

**ADDRESSES:** Comments on this application may be emailed or delivered to the following address:

Thomas Stoudt, Manager, Lehigh Valley International Airport, 3311 Airport Road, Allentown, PA 18109, 610-266-6001

and at the FAA Harrisburg Airports District Office:

Rick Harner, Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011, (717) 730-2830

#### FOR FURTHER INFORMATION CONTACT:

Brian Gearhart, Project Manager, Harrisburg Airports District Office, location listed above.

The request to release airport property may be reviewed in person at this same location.

#### SUPPLEMENTARY INFORMATION:

The following is a brief overview of the request:

The Lehigh-Northampton Airport Authority requests the release of a total of 32.566 acres of land previously required for future development that is

no longer needed. Of the total 32.566 acres, 5.705 acres are identified as Parcel V; 9.302 acres are from the 26.807-acre parcel known as N-2; 9.745 acres are from the 19.238-acre parcel known as K-3; 3.654 acres are from the 22.588-acre parcel known as K-4; and 4.169 acres are from the 63.731-acre Parcel X-2. The parcels were identified on the Airport Property Map—Exhibit A accepted July 15, 2015. The 32.566 acres is proposed for sale to The Rockefeller Group Development Corporation (Rockefeller Group), 500 International Drive North, Suite 345, Mt. Olive, NJ 07828. As shown on the Airport Layout Plan, the property is not needed now or in the future for airport development. The Federal share of the proceeds of the sale will be distributed towards approved AIP eligible efforts, with the remaining proceeds to be utilized to operate the airport.

Any person may inspect the request by appointment at the FAA office address listed above.

Interested persons are invited to comment on the proposed release. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, September 28, 2020.

**Rick Harner,**

*Manager, Harrisburg Airports District Office.*

[FR Doc. 2020-22101 Filed 10-6-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2020-0078]

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 of the Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on September 21, 2020, Union Pacific Railroad Company (UPRR) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2020-0078.

**Applicant:** Union Pacific Railroad Company, Mr. Neal Hathaway, A.V.P.—Signal Maintenance & Construction, 1400 Douglas Street, MS/RM 0910, Omaha, NE 68179

Specifically, UPRR requests permission to re-classify a portion of Main Track #2 from yard limits (YL)/automatic block system (ABS) to YL, between milepost (MP) 2.6 and MP 4.7, allowing the remote control locomotive

(RCL) pullback on Main Track #2 to be extended through Grand Avenue at Milwaukee Subdivision (Proviso Yard 9) located in Proviso, Illinois.

UPRR states that extending YL on Main Track #2 will allow Operating Practices to pull longer cuts out of the yard, which will in turn help with congestion and conflict in the yard. RCL Operations would end a minimum of 290 feet from the track feed for the signal at MP 4.7 on Main Track #2.

The current configuration of the 2WT track circuit and the Main Track Crossover between the current end of ABS Limits and MP 4.7 will not change with this application.

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).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>.

Follow the online instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* Docket Operations Facility, U.S. Department of Transportation (DOT), 1200 New Jersey Ave. SE, W12-140, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Ave. SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by November 23, 2020 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter

provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2020-22204 Filed 10-6-20; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2020-0075]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that on September 15, 2020, Southern California Regional Rail Authority (SCRRA) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 229, Railroad Locomotive Safety Standards; 49 CFR part 231, Railroad Safety Appliance Standards; and 49 CFR part 238, Passenger Equipment Safety Standards. FRA assigned the petition Docket Number FRA-2020-0075.

Specifically, SCRRA is requesting relief from portions of 49 CFR 229.47(b), *Emergency brake valve*; 231.14(a)(2), (b)-(d), (f), (g), *Passenger-train cars without end platforms*; and 238.305(c)(5), *Interior calendar day mechanical inspection of passenger cars*, for three new Fast Light Intercity and Regional Train (FLIRT) Diesel Multiple Unit (DMU) railcars manufactured by Stadler US.

The new FLIRT DMU railcars are to undergo pre-revenue service testing on the SCRRA system and be used in revenue service on an extension of the SCRRA San Bernardino line known as the Redlands Passenger Rail Project (RPRP). The RPRP is a 9-mile rail corridor owned by the San Bernardino County Transportation Authority (SBCTA). Before the start of revenue service, SBCTA will transfer track responsibility and vehicle ownership to SCRRA. The RPRP will have five station stops beginning at the San Bernardino—Downtown station and ending at the Redlands—University station.

SCRRA asserts that the FLIRT trainset is a service-proven design based on