

Issued in Washington, DC, on April 30, 2019.

Lirio Liu,

Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2019–0104.

Petitioner: Bell Helicopter Textron, Inc.

Section(s) of 14 CFR Affected:

§§ 61.113(a) & (b); 91.119(c); 91.121; & 91.151(a).

Description of Relief Sought: The proposed exemption, if granted, would allow the petitioner to operate the Model APT70 vertical takeoff and landing unmanned aircraft system (UAS) for research and development purposes. The UAS can be configured for a maximum takeoff weight of 320 lbs.

Bell intends to operate the APT70 UAS in Class G airspace. The intended area of flight operations is in north-central Texas. In Palo Pinto County, ground-based VOs will be used and the UAV will be operated with an altitude envelope of no greater than 400 ft. above ground level (AGL). Flight testing will be extended to Choctaw Nation where VO(s) will be aboard a chase aircraft and the UAV will be operated with a maximum altitude of 1,200 ft AGL. All proposed operations will occur within visual line of site of the pilot or visual observer.

This petition is similar to, and extends from, Exemption No. 17783 (Regulatory Docket No. FAA–2017–0604) granted to Bell on March 29, 2018.

[FR Doc. 2019–09253 Filed 5–6–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0334]

Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Safety Statement Requirement for Manufacturers of Small Unmanned Aircraft Correction

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. The collection involves

manufacturers of small unmanned aircraft providing a safety statement to owners of the UAS they produce. This is a statutory requirement. To minimize the burden on small businesses, the FAA has developed an example safety statement that can be used to satisfy the requirement. This FRN corrects the previously submitted 60-Day FRN to include updated contact information and docket number.

DATES: Written comments should be submitted by July 8, 2019.

ADDRESSES: Please send written comments:

By *Electronic Docket*: www.regulations.gov (Enter docket number FAA–2019–0334 into search field).

By *mail*: Jessica Orquina, 490 L'Enfant Plaza Suite 7225, Washington, DC 20024.

By *fax*: 202–267–8249.

FOR FURTHER INFORMATION CONTACT:

Jessica Orquina by email at: jessica.a.orquina@faa.gov; phone: 202–267–7493.

SUPPLEMENTARY INFORMATION:

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.

OMB Control Number: 2120–XXXX.

Title: Safety Statement Requirement for Manufacturers of Small Unmanned Aircraft Correction.

Form Numbers: N/A.

Type of Review: This is a new information collection request.

Background: Section 2203 of the FAA Extension, Safety, and Security Act of 2016 (Pub. L. 114–90) requires manufacturers of small unmanned aircraft to make available to the owner a safety statement that satisfies requirements detailed in that section. The requirements include:

1. Information about, and sources of, laws and regulations applicable to small unmanned aircraft;
2. Recommendations for using small unmanned aircraft in a manner that promotes the safety of person and property;
3. The date that the safety statement was created or last modified; and
4. Language approved by the Administrator regarding the following:

a. A person may operate the small unmanned aircraft as a model aircraft (as defined in section 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note)) or otherwise in accordance with Federal Aviation Administration authorization or regulation, including requirements for the completion of any applicable airman test.

b. The definition of a model aircraft under section 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note).

c. The requirements regarding the operation of a model aircraft under section 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note).

d. The Administrator may pursue enforcement action against a person operating model aircraft who endangers the safety of the national airspace system.

By statute, manufacturers will be required to make a safety statement available to small UAS owners. This manufacturer insert serves as an example safety statement that UAS manufacturers may use. The FAA provides an example safety statement and guidance to assist manufacturers to comply with this requirement.

Respondents: Manufacturers of small UAS sold in the U.S. (Association for Unmanned Vehicle Systems International (AUVSI) reports there are 471 active manufacturers in February 2019.)

Frequency: On occasion.

Estimated Average Burden per

Response: 40 Hours.

Estimated Total Annual Burden: 18,840.

Issued in Washington, DC, on April 29, 2019.

Jessica Orquina,

Senior Communications Specialist, Executive Office, AUS–10, UAS Integration Office.

[FR Doc. 2019–09252 Filed 5–6–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice of intent of waiver with respect to land; John Glenn Columbus International Airport; Columbus, Ohio.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change 8.313 acres of airport

land from aeronautical to non-aeronautical use and to authorize the lease of airport property located at John Glenn Columbus International Airport, Columbus, Ohio. The aforementioned land is not needed for aeronautical use.

The subject property is located along the northern property boundary of the airport; north of Bridgeway Avenue. The parcel is currently vacant. The parcel presently serves the primary purpose of compatible land use. The parcel will continue to serve in this same capacity with a proposed change to nonaeronautical, revenue-producing use from its present aeronautical use designation. The parcel will be used for construction of a 2-story office building, approximately 19,600 square feet, connected to a 80,100 square foot building, and the potential to add a 30,000 square foot building. The proposed development also includes approximately 289 parking spaces with the flexibility to add 14 spaces for future expansion.

DATES: Comments must be received on or before June 6, 2019.

ADDRESSES: Documents are available for review by appointment at the FAA Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174 or the Columbus Regional Airport Authority, Planning and Engineering, John Glenn Columbus International Airport, 4600 International Gateway, Columbus, Ohio 43219. Written comments on the Sponsor's request must be delivered or mailed to: Ms. Katherine Delaney, Community Planner, Detroit Airports District Office, Federal Aviation Administration, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174. Telephone Number (734) 229-2900; FAX Number (734) 229-2950.

FOR FURTHER INFORMATION CONTACT: Ms. Katherine Delaney, Community Planner, Federal Aviation Administration, Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174. Telephone Number (734) 229-2900; FAX Number (734) 229-2950.

SUPPLEMENTARY INFORMATION: In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The parcel is depicted on the Airport Layout Plan (ALP) dated November 17, 2011, and the Exhibit "A" property map. The parcel was acquired with Airport Improvement Program (AIP)

Grants: 3-39-0025-01, 3-39-0024-02, and 06-39-0025-04.

No airport landside or airside facilities are presently located on this parcel nor is airport development contemplated in the future. Development of the parcel for airside or landside operations is not practical due to Bridgeway Avenue's location which precludes aeronautical development from being contiguous to the airfield. Relocating the road is cost prohibitive. There are no impacts to the airport by allowing it to waive the requirement to maintain the parcel for aeronautical use.

The sponsor will control use of the parcel through the terms and conditions of the ground lease. The lease will be subordinate to the sponsor's existing grant assurances. This will ensure that all activities contemplated on the parcel will be compatible with FAA requirements and airport operations.

The disposition of proceeds from the lease of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

This notice announces that the FAA is considering the release of the subject airport property at the John Glenn Columbus International Airport, Columbus, Ohio from its obligations to be maintained for aeronautical purposes. Approval does not constitute a commitment by the FAA to financially assist in the change in use of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

A Categorical Exclusion addressing the proposed development of the parcel was prepared. The Categorical Exclusion was executed by the FAA on June 14, 2018.

Following is a legal description of the subject airport property at the John Glenn Columbus International Airport in Columbus, Ohio:

Situated in the State of Ohio, County of Franklin, City of Columbus, lying in Quarter Township 4, Township 1, Range 17, United States Military Lands, being a part of those tracts conveyed to Columbus Regional Airport Authority by deed of record in Instrument Number 200712310221206, all of that 0.409 acre tract conveyed to Columbus Municipal Airport Authority by deed of record in Original Record 201103F05, and part of that 7.957 acre tract conveyed to Columbus Regional Airport Authority by deed of record in Instrument Number 200812110178154, (all references to the records of the Recorder's Office, Franklin County, Ohio) and being more particularly described as follows:

BEGINNING, at the intersection of the westerly right-of-way line of James Road (33') and northerly right-of-way line of Bridgeway Avenue; Thence North 04°08'55" East, with the westerly right-of-way line of said James Road (33'), a distance of 453.72 feet to a point in the southerly limited access right of way of Interstate 270; Thence South 85°39'35" East, across the right-of-way of said James Road (33'), with the southerly limited access right-of-way line of said Interstate 270, with northerly line of said 0.409 acre tract, a distance of 736.99 feet to a point in the northerly line of said Columbus Regional Airport Authority tract, a southeasterly corner of said 0.409 acre tract; Thence 86°16'15" East, with the southerly limited access right-of-way line of Interstate 270, with the northerly line of said Columbus Regional Airport Authority tract, a distance of 45.76 feet to a point; Thence across said Columbus Regional Airport Authority tract, the following courses and distances: South 03°43'45" West, a distance of 49.59 feet to a point on a curve; With the arc of the curve to the left, having a central angle of 20°05'15", a radius of 295.00 feet, an arc length of 103.43 feet, a chord bearing of South 26°47'52" East and chord distance of 102.90 feet to a point; and South 04°23'39" West, a distance of 276.72 feet to a point; Thence North 85°36'21" West, across said Columbus Regional Airport Authority tract, across the right-of-way of said James Road (33'), a distance of 849.90 feet to the POINT OF BEGINNING, containing 8.313 acres, more or less.

Issued in Romulus, Michigan on April 29, 2019.

John L. Mayfield, Jr.

Manager, Detroit Airports District Office FAA, Great Lakes Region.

[FR Doc. 2019-09360 Filed 5-6-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2017-0002-N-5]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR)