

number: 202-267-0613; email: jeffrey.planty@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA has designated EWR, LAX, ORD, and SFO as IATA Level 2 airports and JFK as an IATA Level 3 airport under the WSG. The FAA currently limits scheduled operations at JFK by Order until October 27, 2018.¹

The FAA is primarily concerned about scheduled and other regularly conducted commercial operations during peak hours, but carriers may submit schedule plans for the entire day. At ORD, the peak hours are 0700 to 2100 Central Time (1200 to 0200 UTC), at LAX and SFO from 0600 to 2300 Pacific Time (1300 to 0600 UTC), and at EWR and JFK from 0600 to 2300 Eastern Time (1000 to 0300 UTC). Carriers should submit schedule information in sufficient detail including, at minimum, the marketing or operating carrier, flight number, scheduled time of operation, frequency, aircraft equipment, and effective dates. IATA standard schedule information format and data elements (Standard Schedules Information Manual or SSIM, Chapter 6) may be used. The WSG provides additional information on schedule submissions and schedule updates at Level 2 and Level 3 airports.

The U.S. summer scheduling season is from March 25 through October 27, 2018, in recognition of the IATA northern summer period. The FAA understands there may be differences in schedule times due to different U.S. daylight saving time dates and will accommodate these differences to the extent possible.

The FAA generally uses average hourly runway capacity throughput for the schedule review at Level 2 airports, considering any differences associated with runway construction or other relevant operational and performance factors. The FAA will continue that practice to review the summer 2018 proposed schedules.

Airlines planning operations at LAX should be advised the airport plans construction on Runway 7L/25R and is expected to close the runway from mid-January to mid-May 2018. Los Angeles World Airports (LAWA), the airport operator, is currently finalizing construction plans. The FAA is reviewing the anticipated capacity impacts of the construction along with recent operational performance and demand trends. This includes surface congestion issues that are increasing

operational complexity and impacting air traffic control as it manages surface movements. The FAA expects continuing discussions with LAWA, airlines, and other stakeholders on ways to reduce congestion and delay and manage operations more efficiently. LAWA conducts monthly meetings on construction and other operational issues that include local FAA air traffic control facilities, airlines, and other stakeholders. Such meetings may be the best regular source of construction project updates and the anticipated impacts.

In 2016, the FAA found it could not justify continued Level 3 slot controls at EWR as the operations were consistently below the allocated limits and the airport was underutilized. The FAA changed EWR from Level 3 to Level 2 effective with the winter 2016 scheduling season. The FAA anticipated as a result of the Level 2 decision, an increase in flights which could provide competitive and economic benefits. The FAA also anticipated that with the increase in flights, delays would increase above 2016 levels but would remain within the levels accepted when the FAA established Level 3 in summer 2008. In reviewing schedules for summer 2018, as well as any new requests for winter 2017, the FAA will consider the recent operational performance metrics including the average hourly runway throughput trends.²

Our review of the average adjusted airport runway capacity indicates an average of 79 hourly operations, which is below the limit in the FAA 2008 Order, and below the levels currently scheduled in some hours. For the winter 2016 season, the FAA goal was up to 79 movements in an hour with some reduced levels in adjacent hours to provide recovery periods. This was meant to allow a transition from Level 3 to the first scheduling season as Level 2. For the summer 2018 season, the performance data suggest a similar approach may improve performance. The FAA has determined a scheduling limit of up to 79 flights an hour is appropriate. The FAA will accept flights above that limit provided they were typically operated by the same airline

² The FAA typically determines an airport's average adjusted runway capacity or throughput for Level 2 and Level 3 airports by reviewing hourly data on the arrival and departure rates that air traffic control indicates could be accepted for that hour. We also review the actual number of arrivals and departures that operated in the same hour. The higher of the two numbers, "called" or actual, are used for these purposes. Some dates may be excluded from analysis such as during periods when extended airport closures or construction impacts capacity.

for the summer 2017 season. At the same time, the FAA plans to work with airlines to retine some flights to less congested periods and have some hours to provide recovery periods. The mix of arrivals and departures, offsets for hours that may be above the limits, and the distribution of flights within an hour or adjacent hours will be considered. Beyond baseline flights, the FAA does not intend to approve new flights unless they can be accommodated within the limit. Based on demand for the summer 2017 scheduling season, the FAA anticipates the 1100 to 1259 and 1800 to 0059 UTC hours will be the peak periods without available capacity for new flights. Consistent with the WSG, carriers should be prepared to adjust schedules to meet available capacity in order to minimize potential congestion and delay.

The Level 2 airports also have a separate schedule facilitation process managed by the airport operator or a designated representative for certain types of flights, such as international passenger flights, or at particular terminals or gates. Those processes with the individual airports or terminals will continue separately from, and in addition to, the FAA review of schedules based on runway capacity. Airlines should submit schedule information directly to the airport operator representatives in accordance with the local procedures. The FAA may consider the need to harmonize terminal and runway availability in the schedule review process.

Issued in Washington, DC on September 21, 2017.

Michael C. Artist,

Vice President, System Operations Services.

[FR Doc. 2017-21045 Filed 9-27-17; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2017-77]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of title 14, Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this

¹ Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008) as amended 81 FR 32636 (May 24, 2016) and 81 FR 40167 (June 21, 2016).

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 involved and must be received on or before October 12, 2017.

ADDRESSES: Send comments identified by docket number FAA–2017–0849 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 (DOT), 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, 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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lynette Mitterer, AIR–673, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057–3356, email Lynette.Mitterer@faa.gov, phone (425) 227–1047; or Alphonso Pendergrass, ARM–200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, email alphonso.pendergrass@faa.gov, phone (202) 267–4713.

This notice is published pursuant to 14 CFR 11.85.

Issued in Renton, Washington, on September 26, 2017.

Suzanne Masterson,
Acting Manager, Transport Standards Branch.

Petition for Exemption

Docket No.: FAA–2017–0849.

Petitioner: Lockheed Martin Aeronautics Company.

Section of 14 CFR Affected:
§ 25.981(a)(3).

Description of Relief Sought:
Alternate requirements for lightning protection of fuel tank structure and systems for the Lockheed Martin Model 382J Type Design Update (TDU) 382J Series aircraft.

[FR Doc. 2017–21022 Filed 9–29–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Thirty Sixth RTCA SC–216 Aeronautical Systems Security Plenary

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

ACTION: Thirty Sixth RTCA SC–216 Aeronautical Systems Security Plenary.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of Thirty Sixth RTCA SC–216 Plenary.

DATES: The meeting will be held November 13–17, 2017 9:00 a.m.–5:00 p.m. CET.

ADDRESSES: The meeting will be held at: EASA (Mon–Thu), Avenue de Cortenbergh 100, 1040 Brussels, Belgium, EUROCONTROL (Fri), Rue de la Fusee, 96, 1130 Bruxelles (Haren), Brussels, Belgium.

FOR FURTHER INFORMATION CONTACT:

Karan Hofmann at khofmann@rtca.org or 202–330–0680, or The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833–9339, fax at (202) 833–9434, or Web site at <http://www.rtca.org>. Registration is required.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of the Thirty Sixth RTCA SC–216 Plenary. The agenda will include the following:

Monday, November 13, 2017—9:00 a.m.–5:00 p.m. (EASA)

1. Welcome and Administrative Remarks
2. Introductions
3. Agenda Review

4. Meeting-Minutes Review
5. Review Joint Action List
6. Continuation of Plenary or Working Group Sessions

Tuesday, November 14, 2017—9:00 a.m.–5:00 p.m. (EASA)

Continuation of Plenary or Working Group Sessions

Wednesday, November 15, 2017—9:00 a.m.–5:00 p.m. (EASA)

Continuation of Plenary or Working Group Sessions

Thursday, November 16, 2017—9:00 a.m.–5:00 p.m. (EASA)

Continuation of Plenary or Working Group Sessions

Friday, November 17, 2017—9:00 a.m.–12:00 p.m. (EUROCONTROL)

1. Schedule Update
2. Date, Place and Time of Next Meeting
3. New Business
4. Adjourn Plenary

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 27, 2017.

Mohannad Dawoud,

Management & Program Analyst, Partnership Contracts Branch, ANG–A17, NextGen, Procurement Services Division, Federal Aviation Administration.

[FR Doc. 2017–21057 Filed 9–29–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2017–0023]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their