

SUPPLEMENTARY INFORMATION:

Title: The FAA Seeks Emergency Clearance to Revise its Existing Information Collection 2120–0768, Part 107 Authorizations and Waivers under 14 CFR part 107.

OMB Control Number: 2120–0768.

Form Number(s): N/A.

Affected Public: Businesses and Small UAS operators under 14 CFR part 107.

Frequency of Submission: One submission per operation.

Respondent Universe: small UAS operators under 14 CFR part 107.

Reporting Burden:

Total Estimated Responses: 124,000 authorization requests 2017 with a 35% increase per year every year after.

Total Estimated Annual Burden: The FAA estimates that using the LAANC based method for authorizations will require five minutes per transaction. Therefore, the FAA estimates the total time burden using LAANC to be approximately 10,400 hours for authorizations. That number increases to 14,400 in 2018 and 18,954 in 2018 and 2019 respectively.

Status: Emergency Review.

Description: Under 14 CFR 107.41, “no person may operate a small unmanned aircraft in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless that person has prior authorization from Air Traffic Control (ATC).” [14 CFR 107.41.] Since the promulgation of part 107, the FAA has received an extremely high volume of airspace authorization requests for UAS operations. From September 2016 to July 2017 the Agency received 20,566 authorization requests. Of these, the Agency has processed 14,334 and continues to have over 6,000 authorizations in the processing queue. Requests have steadily increased over time, and the FAA expects the queue will exceed 25,000 pending authorizations within the next 6 months. The volume of these authorization requests has dramatically increased the time between submission and approval of those authorization requests. Currently, airspace authorization requests may be in queue sixty to ninety days before receiving a response. The time necessary to process these requests has resulted in an increase in safety reports due to non-compliant operations. Today there are an average of 250 safety reports a month, or approximately 1,500 over a six-month period, associated with a potential risk of an incident between manned aircraft and a UAS. In addition, because of the lengthy queue for processing through the authorization

Web site, Air Traffic Controllers routinely receive calls from UAS operators seeking approval to operate. These calls create distractions for Air Traffic Control management and in some cases can impact the controllers managing manned traffic creating a potential safety hazard. To mitigate these potential hazards, the FAA is seeking to implement the Low Altitude Authorization and Notification Capability (LAANC) system. Using the LAANC system, the FAA will be able to grant near-real time authorizations for the vast majority of operations. Implementation of the LAANC system is vital to the safety of the National Airspace System because it would (1) encourage compliance with 14 CFR 107.41 by speeding up the time to process authorization requests (2) reduce distraction of controllers working in the Tower, and (3) increase public access and capacity of the system to grant authorizations. LAANC is expected to dramatically reduce the incidence of noncompliant operations. The FAA estimates a minimum of 30% reduction in noncompliant operations would result in 450 fewer safety reports over the next six months.

As provided under 5 CFR 1320.13, Emergency Processing, DOT is requesting emergency processing for this new collection of information as specified in the PRA and its implementing regulations. DOT cannot reasonably comply with normal clearance procedures because the use of normal clearance procedures is reasonably likely to result in further distraction to Air Traffic Controllers and further non-compliant operations. Due to the pressing safety consideration of reducing safety reports due to non-compliant UAS operations, the FAA cannot wait the normal 90 days of public comment. Therefore, FAA is requesting OMB approval of this collection of information 7 days after publication of this Notice in the **Federal Register**. Upon OMB approval of its Emergency clearance request, FAA will follow the normal clearance procedures for the information collection associated with LAANC.

Also included in the request for processing for the purposes of transparency are non-substantive changes to the Web site portal for requesting airspace authorizations. These changes include new branding of the Web site portal DroneZone and improvements to the external customer experience. It's expected that operations that are relatively simple will go through LAANC's automated approval process while more complex operations that require a more thorough review by

FAA subject matter experts (SME) will go through the FAA's DroneZone electronic portal. Again, these changes will create greater access to airspace authorizations and decrease the number of non-compliant operations.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FAA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on October 4, 2017.

Casey Nair,

LAANC Program Manager.

[FR Doc. 2017–21878 Filed 10–10–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Notice of Rescission of the Record of Decision (ROD) for the I–94 East-West Corridor Project in the City of Milwaukee, Milwaukee County, Wisconsin

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of rescission of the Record of Decision.

SUMMARY: The FHWA is issuing this notice to advise the public that the ROD for the proposed I–94 East-West Corridor (70th Street to 16th Street) Project in the City of Milwaukee, Milwaukee County, Wisconsin is rescinded effective with this notice.

FOR FURTHER INFORMATION CONTACT: Bethaney Bacher-Gresock, Major Project Environmental Manager, Federal Highway Administration, 525 Junction Road, Suite 8000, Madison, Wisconsin, 53717–2157, Telephone: (608) 662–2119.

SUPPLEMENTARY INFORMATION: The FHWA, as the lead Federal agency, in cooperation with the Wisconsin Department of Transportation (WisDOT) signed a ROD on September 9, 2016 for the I–94 East-West Corridor (70th Street to 16th Street) Project; it is hereby rescinded. The purpose of the project was to address the deteriorated infrastructure condition of I–94, including obsolete roadway and bridge design, and thereby maintain a state of good repair and improve safety along approximately 3.5 miles of I–94. The proposed project included modernizing

existing interchanges and adding capacity along the corridor.

WisDOT has notified FHWA that pursuant to s. 84.0145, Wis. Stats., the Legislature must specifically authorize WisDOT to proceed with the project. The recently approved 2017 Wisconsin Act 59, the State's biennial budget, did not authorize WisDOT to advance the project. Therefore, FHWA has determined, in conjunction with WisDOT, that the ROD shall be rescinded. Any future environmental action within this corridor will comply with environmental review requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321, *et seq.*), FHWA environmental regulations (23 CFR 771), and related authorities prior to reissuance of a ROD or other NEPA documentation, as appropriate. Comments and questions concerning this action should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 4, 2017.

Timothy C. Marshall,

Assistant Division Administrator, FHWA Wisconsin Division, Madison, Wisconsin.

[FR Doc. 2017-21917 Filed 10-10-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement for the Chesapeake Bay Crossing Study, Anne Arundel County, Baltimore County, Calvert County, Cecil County, Dorchester County, Harford County, Kent County, Queen Anne's County, St. Mary's County, Somerset County, and Talbot County, Maryland

AGENCY: Federal Highway Administration (FHWA), Maryland Transportation Authority (MDTA), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Lead Federal Agency, and MDTA, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Chesapeake Bay Crossing Study in Maryland. The Tier 1 EIS will assess the potential environmental impacts of

addressing congestion at the Chesapeake Bay Bridge, which could result in added capacity at the existing bridge or at a new location across the Chesapeake Bay. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA) and provisions of the Fixing America's Surface Transportation Act (FAST Act) and will include a range of reasonable corridor alternatives, including a "No Build" alternative.

FOR FURTHER INFORMATION CONTACT:

Jeanette Mar, Environmental Program Manager, Federal Highway Administration, Maryland Division, 10 S. Howard Street, Suite 2450, Baltimore, MD 21201, (410) 779-7152, or email at jeanette.mar@dot.gov. Melissa Williams, Director, Division of Planning & Program Development, Maryland Transportation Authority, 2310 Broening Highway, Baltimore, MD 21224, (410) 537-5650, or email at mwilliams9@mdta.state.md.us.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to the FHWA and MDTA plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted.

The Chesapeake Bay Crossing Study Tier 1 EIS will identify the preferred corridor alternative for addressing congestion at the Chesapeake Bay Bridge and evaluate its financial viability. The study area is a broad geographic area that includes the entire length of the Chesapeake Bay in Maryland, spanning approximately 100 miles from the northern end near Havre de Grace to the southern border with Virginia between St. Mary's and Somerset Counties. The study will include a review of existing roadway infrastructure and environmental conditions along both shores of the Bay to identify potential crossing corridors in Maryland. Each potential corridor alternative will consist of a corridor band approximately one mile wide. This width may be adjusted to accommodate the specific conditions at each crossing as the study progresses.

Once the full range of potential corridor alternatives is developed, the study will include identification of a range of reasonable corridor alternatives for screening. It is assumed that approximately ten to fifteen corridors will be identified as reasonable for

additional study. These corridors will then be screened based on measurable criteria to the corridor alternatives that will be retained for analysis in the Tier 1 Draft EIS. The EIS will be prepared by MDTA for FHWA to fulfill the requirements established in NEPA pursuant to current FHWA regulations and guidance.

The EIS will be prepared as a tiered document, providing a systematic approach for advancing potential transportation improvements. The analyses undertaken during Tier 1 will result in identification of the preferred corridor alternative that best meets the study purpose and need. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) unless FHWA determines statutory criteria or practicability considerations precluding issuance of a combined document. If the combined Final Tier 1 EIS/ROD identifies an Action (Build) alternative, MDTA will complete a Tier 2 NEPA document where the agency will evaluate site-specific, project level impacts and required mitigation commitments. The scope of future environmental studies will be commensurate with the proposed action and potential environmental consequences.

FHWA and MDTA will undertake a scoping process for the Chesapeake Bay Crossing Study that will allow the public and interested agencies to comment on the scope of the Tier 1 EIS. This public outreach effort will educate and engage stakeholders, and solicit stakeholder input. FHWA and MDTA will invite all interested individuals, organizations, and public agencies to comment on the scope of the Tier 1 EIS, including the purpose and need, corridor alternatives to be studied, impacts to be evaluated, and evaluation methods to be used.

FHWA and MDTA will develop preliminary public outreach materials (such as fact sheets, brochures, maps or other materials) to support the scoping process. A public scoping presentation in webinar format will be held in November 2017. The meeting will be held online and available for viewing at the study Web site (www.baycrossingstudy.com). MDTA will also provide local viewing of the presentation at multiple locations. Presentation times and locations will be announced on the project Web site, in newspaper advertisements, and by other media.

Initial scoping will provide an opportunity for public input on issues relevant to the Tier 1 EIS. More information on public outreach activities, including future public open