

Numbered 1, 2, 8, 9, 10, 11, and 12 and part of Lots Numbered 3 through 7 of Peaceful Acres, as per plat thereof, recorded in Plat Book 6, pages 111 through 112 in said Recorder's Office, and part of the Northeast Quarter of Section 32, Township 15 North, Range 2 East in Hendricks County, Indiana, more particularly described as follows:

*Beginning* at the Southwest corner of the Northeast Quarter of said Section 32; thence North 00 degrees 51 minutes 41 seconds West (all bearings are based on the Indiana State Plane Coordinate system, West Zone (NAD83)) along the West line of said Northeast Quarter 660.00 feet to the Westerly extension of the south boundary of said Applecreek; thence North 88 degrees 44 minutes 48 seconds East along said Westerly extension and parallel with the South line of said Northeast Quarter 30.00 feet to the southwest corner of said Applecreek; thence North 00 degrees 51 minutes 41 seconds West along the west boundary of said Applecreek and parallel with the West line of said Northeast Quarter 330.00 feet to the northwest corner thereof; thence South 88 degrees 44 minutes 48 seconds West along the Westerly extension of the north boundary of said Applecreek and parallel with the South line of said Northeast Quarter 30.00 feet to the West line of said Northeast Quarter; thence North 00 degrees 51 minutes 41 seconds West along said West line 1550.17 feet to a point that is 132.00 feet South of the Northwest corner of said Northeast Quarter; thence North 89 degrees 02 minutes 59 seconds East parallel with the North line of said Northeast Quarter 1163.00 feet to the Northeast corner of land described in Deed Book 342, pages 168 through 169, recorded in said Recorder's Office and a  $\frac{5}{8}$  inch diameter rebar with a yellow plastic cap stamped "Cripe Firm No. 0055" (hereinafter referred to as "a rebar"); thence South 00 degrees 51 minutes 41 seconds East along the east line thereof and parallel with the West line of said Northeast Quarter 134.00 feet to the center line of a 30 foot right of way as described in Miscellaneous Record 35, pages 507 through 508, recorded in said Recorder's Office and a mag nail with washer stamped "Cripe Firm No. 0055" (hereinafter referred to as "a mag nail"); thence North 89 degrees 02 minutes 59 seconds East along said center line and parallel with the North line of said Northeast Quarter 248.10 feet to the northeast corner of land described in Deed Book 337, pages 705, recorded in said Recorder's Office and "a mag nail"; thence South 00 degrees 51 minutes 41 seconds East along the east line of said

described land and parallel with the West line of said Northeast Quarter 134.00 feet to the north line of land described as Tract III in Instrument No. 200000012704, recorded in said Recorder's Office and "a rebar"; thence North 89 degrees 02 minutes 59 seconds East along said north line and parallel with the North line of said Northeast Quarter 64.00 feet to the southwest corner of land described in Deed Book 340, page 84 and "a rebar" (the following three courses are along the west and north boundary of said described land); (1) thence North 00 degrees 51 minutes 41 seconds West parallel with the West line of said Northeast Quarter 134.00 feet to "a mag nail"; (2) thence North 89 degrees 02 minutes 59 seconds East parallel with the North line of said Northeast Quarter 53.96 feet to a tangent curve to the right having a radius of 25.00 feet, the radius point of which bears South 00 degrees 57 minutes 01 seconds East and "a mag nail"; (3) thence Southerly along said curve 39.31 feet to a point which bears North 89 degrees 08 minutes 19 seconds East from said radius point and "a mag nail"; thence South 00 degrees 51 minutes 41 seconds East along the east boundary of said described land and the east boundary of land described as Tract III in said Instrument No. 200000012704 and the parallel with the West line of said Northeast Quarter 218.00 feet to tangent curve to the right having a radius of 25.00 feet, the radius point of which bears South 89 degrees 08 minutes 19 seconds West and "a rebar"; thence Southwesterly along said curve and said east boundary 31.96 feet a point which bears South 17 degrees 37 minutes 10 seconds East from said radius point, the northeast corner of Tract II of land described in said Instrument No. 200000012704 and "a rebar"; thence South 17 degrees 53 minutes 01 seconds East along the east line of said Tract II a distance of 139.03 feet to the South line of the North Half of the North Half of said Northeast Quarter and "a rebar"; thence North 88 degrees 58 minutes 26 seconds East along said South line 102.41 feet to the west boundary of land described in Deed Book 238, page 164, recorded in said Recorder's Office and "a rebar"; thence North 00 degrees 59 minutes 47 seconds West along said west boundary 533.82 feet to "a rebar"; thence North 89 degrees 11 minutes 28 seconds East 70.98 feet to "a rebar"; thence South 00 degrees 53 minutes 25 seconds East 653.82 feet to "a rebar"; thence South 89 degrees 06 minutes 35 seconds West 63.81 feet to "a rebar"; thence South 00 degrees 53 minutes 25 seconds East

101.61 feet to "a rebar"; thence North 89 degrees 06 minutes 35 seconds East 63.81 feet to "a rebar"; thence South 00 degrees 53 minutes 25 seconds East 1750.31 feet to the north right of way of Stafford Road and "a rebar"; thence South 88 degrees 44 minutes 48 seconds West along the north right of way of Stafford Road and parallel with the South line of said Northeast Quarter 895.12 feet to the east line of land described in Deed Book 306, page 513, recorded in said Recorder's Office; thence South 00 degrees 51 minutes 41 seconds East along said east line and parallel with the East line of said Northeast Quarter 25.00 feet to the South line of said Northeast Quarter; thence South 88 degrees 44 minutes 48 seconds West along said South line 855.30 feet to the *point of beginning*, containing 97.507 acres, more or less.

Issued in Des Plaines, Illinois, on September 13, 2018.

**Deb Bartell,**

*Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2018-21216 Filed 9-27-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### [Summary Notice No. 2018-75]

#### Petition for Exemption; Summary of Petition Received; Wing Aviation, LLC

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

**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this 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 and must be received on or before October 18, 2018.

**ADDRESSES:** Send comments identified by docket number FAA-2018-0835 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, 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 20590–0001, 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 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT**: Nia Daniels, (202) 267–7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on September 20, 2018.

**Lirio Liu,**

*Executive Director, Office of Rulemaking.*

### Petition for Exemption

*Docket No.*: FAA–2018–0835.

*Petitioner*: Wing Aviation, LLC.

Sections of 14 CFR Affected:

43.2(a)(2); 43.3(a), (j), and (k)(1); 43.7(d); 43.9(d); 43.10(c)(5) and (d); 91.119(b) and (c); 91.121; 91.126(d); 91.127(c); 91.129(c) and (d); 91.130(c) and (d); 91.131(a)(1), (b), (c)(2), and (d); 91.144(a); 91.151(a); 91.155(a) and (c); 91.167(a)(3); 91.203(a)(1); 91.205(a), (b)(1) through (4), (b)(7), (b)(9), (b)(11) and (b)(12), and (c)(1) through (c)(4); 91.209(a)(1); 91.213(a) through (c); 91.215(b)(1) and (2); 91.225(b), (d)(1) and (2), and (f); 119.71(b), (d) and (e); 135.25(a)(1); 135.63(c) and (d); 135.79; 135.93; 135.109(b); 135.149(a); 135.161;

135.179(a); 135.203(a); 135.205(a); 135.209(a); 135.227(a) through (c), (e), and (f); 135.243(b)(1) through (3); 135.267; 135.337(b)(5) through (7); 135.337(c)(5) and (e); 135.338(b)(5) and (6); 135.339(e)(3) and (4); 135.340(e)(3) and (4); 135.341(b)(2) through (4); 135.415(a), (b), and (d); 135.417; 135.423(c); 135.429(a); 135.435; 135.437(b); 135.439(a)(2); 135.443(b)(3); and 135.501(a).

*Description of Relief Sought*: Wing Aviation, LLC (Wing) applies for an exemption to allow it to conduct part 119 air carrier operations for compensation or hire under part 135 using small unmanned aircraft systems (sUAS). Specifically, Wing seeks permission to conduct sUAS air carrier operations for commercial package delivery in the United States.

[FR Doc. 2018–21206 Filed 9–27–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Industry Meeting

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

**ACTION**: Notice of public meeting.

**SUMMARY**: The Federal Aviation Administration (FAA) is hosting an industry day to introduce the Four-Dimensional Trajectory (4DT) Live Flight Demonstration Project to the aviation community. The FAA will present and discuss the 4DT Live Flight Demonstration Project vision, objectives, partnership requirements, and project timelines. The Industry Day will provide the initial platform for interested organizations to collaborate and strategize on project partnerships to execute the live flight demonstrations with the FAA.

**DATES**: The public meeting will be held on October 24, 2018, from 1:00 p.m. to 4:30 p.m. Teaming proposals will be due 1 month following Industry Day.

**ADDRESSES**: The public meeting will be held at the FAA's Florida NextGen Testbed (FTB), 557 Innovation Way, Daytona Beach, FL 32114.

**FOR FURTHER INFORMATION CONTACT**: Biruk Abraham, 4DT Live Flight Project Manager, Technology Development & Prototyping Division (ANG–C5), Federal Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone (202) 267–8816; email: [biruk.abraham@faa.gov](mailto:biruk.abraham@faa.gov).

**SUPPLEMENTARY INFORMATION**:

### Background

The current Air Traffic Management (ATM) environment is dependent on the exchange of information via a combination of voice and digital means. As ATM continues to evolve into a more collaborative decision making (CDM) environment to support the increasing operational density, the demand for digitally exchanging more and increasingly complex information will continue to grow. In a CDM environment, the current systems and mixed aircraft equipage of communication capabilities could lead to inefficient use of airspace and airport operations. The FAA envisions that leveraging emerging technologies and data exchange standards will result in the exchange of significantly more and high-quality aviation information via commercially available high-bandwidth air/ground (A/G) communications infrastructure. This will enable an efficient CDM environment, leading to the realization of trajectory-based operations benefits within the National Airspace System (NAS) and its airspace users.

The FAA is establishing a 4DT Live Flight Demonstration Project in collaboration with partners in the aviation community to showcase applications supporting A/G capabilities for the exchange of trajectory information, negotiation of trajectories and execution of agreed upon trajectories throughout all phases of flight, utilizing a commercially available communications architecture and flight deck technologies.

To solicit industry partnership teams, the FAA is hosting an Industry Day to introduce the 4DT Live Flight Demonstration Project. The FAA invites the aviation community—commercial and corporate operators, aircraft avionics manufacturers, aircraft connectivity service providers, and all others interested in participating in the live flight demonstrations to attend the 4DT Live Flight Demonstration Industry Day. The Industry Day will provide a platform for interested organizations to collaborate and strategize on project partnerships to execute the live flight demonstrations with the FAA.

The 4DT Live Flight Demonstration will leverage the FAA's System Wide Information Management capabilities, Controller-Pilot Data Link Communications services, and FAA ATM and air traffic control (ATC) ground automation capabilities. The FAA is seeking to engage industry partner teams to provide complementary industry resources required for the demonstration. These