

Luzerne County, Pa. Conforming the grandfathering amount with the forthcoming determination for a groundwater withdrawal of up to 0.125 mgd (30-day average) from the Halfway House Well (Docket No. 20020605).

2. Project Sponsor and Facility: Norwich Pharmaceuticals, Inc., Town of North Norwich, Chenango County, N.Y. Conforming the grandfathering amount with the forthcoming determination for groundwater withdrawals of up to 0.106 mgd (30-day average) from Well 1 and up to 0.082 mgd (30-day average) from Well 2 (Docket No. 20050902).

### Opportunity to Appear and Comment

Interested parties may appear at the hearing to offer comments to the Commission on any business listed above required to be subject of a public hearing. The presiding officer reserves the right to limit oral statements in the interest of time and to otherwise control the course of the hearing. Guidelines for the public hearing are posted on the Commission's website, [www.srbcc.net](http://www.srbcc.net), prior to the hearing for review. The presiding officer reserves the right to modify or supplement such guidelines at the hearing. Written comments on any business listed above required to be subject of a public hearing may also be mailed to Ms. Ava Stoops, Administrative Specialist, Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, Pa. 17110-1788, or submitted electronically through [www.srbcc.net/about/meetings-events/public-hearing.html](http://www.srbcc.net/about/meetings-events/public-hearing.html). Comments mailed or electronically submitted must be received by the Commission on or before November 13, 2018, to be considered.

**Authority:** Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: September 28, 2018.

**Stephanie L. Richardson,**  
*Secretary to the Commission.*

[FR Doc. 2018-21515 Filed 10-2-18; 8:45 am]

**BILLING CODE 7040-01-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2018-78]

#### Petition for Exemption; Summary of Petition Received; Rolls-Royce plc

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (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, 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 23, 2018.

**ADDRESSES:** Send comments identified by docket number FAA-2018-0880 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 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:** Tara Fitzgerald, Federal Aviation Administration, Engine and Propeller Standards Branch, AIR-6A2. 1200 District Avenue, Burlington, Massachusetts 01803-5529; (781) 238-

7130; facsimile: (781) 238-7199; email: [Tara.Fitzgerald@faa.gov](mailto:Tara.Fitzgerald@faa.gov).

This notice is published pursuant to 14 CFR 11.85.

Issued in Burlington, Massachusetts, on September 26, 2018.

**Diane M. Cook,**

*Acting Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.*

### Petition for Exemption

**Docket No.:** FAA-2018-0880.

**Petitioner:** Rolls-Royce plc.

**Section(s) of 14 CFR Affected:** § 33.14 at amendment 33-10 and § 33.83(d) at amendment 33-17.

**Description of Relief Sought:** Rolls-Royce requests a time-limited exemption from 14 CFR 33.14 at amendment 33-10 and § 33.83(d) at amendment 33-17 for the Rolls-Royce Trent 1000-AE3, 1000-CE3, 1000-D3, 1000-G3, 1000-H3, 1000-J3, 1000-K3, 1000-L3, 1000-M3, 1000-N3, 1000-P3, 1000-Q3, 1000-R3, Trent 7000-72, and Trent 7000-72C engine models. Rolls-Royce seeks to temporarily exclude the intermediate pressure compression system from consideration of vibration stresses combined with steady stresses, which exceed the endurance limits of the material concerned. Rolls-Royce states that compensating factors will meet the protections afforded by 14 CFR 33.14 at amendment 33-10 and § 33.83(d) at amendment 33-17.

[FR Doc. 2018-21469 Filed 10-2-18; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Notice No. NOA-18-01]

#### Consensus Standards, Light-Sport Aircraft

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of two new and two revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light-Sport Aircraft developed the new and revised standards with Federal Aviation Administration participation. By this notice, the Federal Aviation Administration finds the new and revised standards acceptable for certification of the specified aircraft

under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

**DATES:** Comments must be received on or before December 3, 2018.

**ADDRESSES:** Mail comments to: Federal Aviation Administration, Small Airplane Standards Branch, Programs and Procedures, AIR-694, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: [9-ACE-AVR-LSA-Comments@faa.gov](mailto:9-ACE-AVR-LSA-Comments@faa.gov). Specify the standard being addressed by ASTM designation and title. Mark all comments: Consensus Standards Comments.

**FOR FURTHER INFORMATION CONTACT:** Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures, AIR-694, Small Airplane Standards Branch, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; email: [terry.chasteen@faa.gov](mailto:terry.chasteen@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of two new and two revised consensus standards that supersede previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light-Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed periodically. The review cycle will result in a standard revision or reapproval. A standard is revised to make changes to its technical content or is reapproved to indicate a review cycle has been completed with no technical changes. A standard is issued under a fixed designation (e.g., F2245); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses following the year of original adoption or revision indicates the year of last reapproval. For example, F2242-05(2013) designates a standard that was originally adopted (or revised) in 2005 and reapproved in 2013. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon [ε]) are considered accepted by the Federal Aviation Administration (FAA) without need for an NOA.

**Comments Invited:** Interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

**Background:** Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities," revised January 27, 2016, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process facilitates government and industry discussion and agreement on appropriate standards for the required level of safety.

#### Comments on Previous Notices of Availability

In the previous NOA issued on March 27, 2017, and published in the **Federal Register** on April 3, 2017 (82 FR 16271), the FAA asked for public comments on the revised consensus standards accepted by that NOA. The comment period closed on June 2, 2017. No public comments were received.

#### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated, and maintained in accordance with these and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce

these aircraft and certificate these aircraft under 14 CFR 21.190 or 14 CFR 21.191 are subject to the applicable consensus standard requirements.

The FAA maintains a listing of the latest FAA-accepted standards specific to special light-sport aircraft and information on previously accepted standards on the following FAA website: [http://www.faa.gov/aircraft/gen\\_av/light\\_sport/](http://www.faa.gov/aircraft/gen_av/light_sport/). The FAA also maintains a separate general listing of standards accepted by the FAA that have or may have applicability to other types of certifications. This general listing includes the FAA-accepted standards specific to special light-sport aircraft. A link to this general listing of standards is available on the following FAA website: [http://www.faa.gov/aircraft/gen\\_av/light\\_sport/](http://www.faa.gov/aircraft/gen_av/light_sport/).

#### The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial airworthiness certification of special light-sport aircraft until October 3, 2019. This overlapping period of time will allow aircraft that have started the initial airworthiness certification process using the previous revision level to complete that process. After October 3, 2019, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial airworthiness certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after October 3, 2019:

- ASTM Designation F2241-14, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation F2295-06, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft
- ASTM Designation F2339-06(2009), titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation F2354-05b(2013), titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation F2425-05a(2018), titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- ASTM Designation F2483-12, titled: Standard Practice for Maintenance

and the Development of Maintenance Manuals for Light Sport Aircraft

### The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for initial airworthiness certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective October 3, 2018 and may be used unless the FAA publishes a specific notification otherwise:

ASTM Designation F2339–17, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft

ASTM Designation F2483–18 e, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

ASTM Designation F3198–18, titled: Standard Specification for Light Sport Aircraft Manufacturer's Continued Operational Safety (COS) Program

ASTM Designation F3206–17, titled: Standard Practice for Independent Audit Program for Light Aircraft Manufacturers

### Availability

ASTM International, 100 Barr Harbor Drive, Post Office Box C700, West Conshohocken, PA 19428–2959 copyrights these consensus standards. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or through the ASTM website at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Joe Koury, Staff Manager for Committee F37 on Light-Sport Aircraft: (610) 832–9804, [jkoury@astm.org](mailto:jkoury@astm.org).

Issued in Kansas City, Missouri, on September 25, 2018.

**Steven W. Thompson,**

*Acting Manager, Small Airplane Standards Branch, Aircraft Certification Service.*

[FR Doc. 2018–21458 Filed 10–2–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA–2018–0009]

### Surface Transportation Project Delivery Program; Ohio Department of Transportation Audit Report

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The Moving Ahead for Progress in the 21st Century Act (MAP–21) established the Surface Transportation Project Delivery Program that allows a State to assume FHWA's environmental responsibilities for environmental review, consultation, and compliance under the National Environmental Policy Act (NEPA) for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for the responsibilities it has assumed, in lieu of FHWA. This program mandates annual audits during each of the first 4 years to ensure the State's compliance with program requirements. This notice makes available the final report of Ohio Department of Transportation's (ODOT) second audit under the program.

**FOR FURTHER INFORMATION CONTACT:** Mr. James G. Gavin, Office of Project Development and Environmental Review, (202) 366–1473, [James.Gavin@dot.gov](mailto:James.Gavin@dot.gov), or Mr. David Sett, Office of the Chief Counsel, (404) 562–3676, [David.Sett@dot.gov](mailto:David.Sett@dot.gov), Federal Highway Administration, U.S. Department of Transportation, 61 Forsyth Street 17T100, Atlanta, GA 30303. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

### SUPPLEMENTARY INFORMATION:

#### Electronic Access

An electronic copy of this notice may be downloaded from the specific docket page at [www.regulations.gov](http://www.regulations.gov).

#### Background

The Surface Transportation Project Delivery Program, codified at 23 U.S.C. 327, commonly known as the NEPA Assignment Program, allows a State to assume FHWA's responsibilities for environmental review, consultation, and compliance for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely liable for carrying out the responsibilities, in lieu of FHWA. The ODOT published its application for assumption under the NEPA

Assignment Program on April 12, 2015, and made it available for public comment for 30 days. After considering public comments, ODOT submitted its application to FHWA on May 27, 2015. The application served as the basis for developing the memorandum of understanding (MOU) that identifies the responsibilities and obligations that ODOT would assume. The FHWA published a notice of the draft MOU in the **Federal Register** on October 15, 2015, at 80 FR 62153, with a 30-day comment period to solicit the views of the public and Federal agencies. After the comment period closed, FHWA and ODOT considered comments and executed the MOU.

Section 327(g) of Title 23, U.S.C., requires the Secretary to conduct annual audits to ensure compliance with the MOU during each of the first 4 years of State participation and, after the fourth year, monitor compliance. The results of each audit must be made available for public comment. The FHWA published a notice in the **Federal Register** on April 18, 2018, soliciting public comment for 30-days, pursuant to 23 U.S.C. 327(g). This notice is available at 83 FR 17212. The FHWA received comments on the draft report from the American Road & Transportation Builders Association (ARTBA). The ARTBA's comments were supportive of the Surface Transportation Project Delivery Program and did not relate specifically to Audit 2. The team has considered these comments in finalizing this audit report. This notice makes available the final report of ODOT's second audit under the program.

**Authority:** Section 1313 of Public Law 112–141; Section 6005 of Public Law 109–59; 23 U.S.C. 327; 23 CFR 773.

Issued on: September 26, 2018.

**Brandye L. Hendrickson,**

*Deputy Administrator, Federal Highway Administration.*

### Surface Transportation Project Delivery Program

#### Final FHWA Audit of the Ohio Department of Transportation

August 6, 2016–August 4, 2017

#### Executive Summary

This is the second audit of the Ohio Department of Transportation's (ODOT) assumption of National Environmental Policy Act (NEPA) responsibilities, conducted by a team of Federal Highway Administration (FHWA) staff (the team). The ODOT made the effective date of the project-level NEPA and environmental review responsibilities it assumed from FHWA on December 28, 2015, as specified in a