

safety, socioeconomic and environmental justice issues. The final range of issues to be addressed in the environmental review will be determined, in part, from scoping comments received. The preliminary identification of reasonable alternatives and environmental issues in this notice is not meant to be exhaustive or final.

Public Participation

TVA is interested in an open process and wants input from the community. The public is invited to submit comments on the scope of this EIS no later than the date identified in the "Dates" section of this notice. Federal, state and local agencies and Native American Tribes are also invited to provide comments.

After consideration of comments received during the scoping period, TVA will develop and distribute a scoping document that will summarize public and agency comments that were received and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. In making its final decision, TVA will consider the analyses in this EIS and substantive comments that it receives. A final decision on proceeding with the management and final disposal of CCR and closure of the surface impoundments will depend on a number of factors. These include results of the EIS, requirements of the CCR Rule, relevant state law requirements, engineering and risk evaluations, and financial considerations.

TVA anticipates holding a community meeting near ALF after releasing the Draft EIS. Meeting details will be posted on TVA's website. TVA expects to release the Draft EIS in the Fall of 2019.

Authority: 40 CFR 1501.7.

M. Susan Smelley,

Director, Environmental Compliance and Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Draft Environmental Assessment for Issuing SpaceX a Launch License for an In-Flight Dragon Abort Test, Kennedy Space Center, Brevard County, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability and request for comment.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comment on the Draft Environmental Assessment for Issuing SpaceX a Launch License for an In-flight Dragon Abort Test, Kennedy Space Center, Brevard County, Florida (Draft EA).

DATES: Comments must be received on or before December 31, 2018.

ADDRESSES: Comments should be mailed to Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591. Comments may also be submitted by email to SpaceXDragonAbortEA@icf.com.

FOR FURTHER INFORMATION CONTACT: Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (202) 267-5924; email SpaceXDragonAbortEA@icf.com.

SUPPLEMENTARY INFORMATION: The FAA is evaluating SpaceX's proposal to conduct a one-time in-flight Dragon abort test at Kennedy Space Center's Launch Complex 39A, which would require the FAA to issue a launch license. Issuing a launch license is considered a Federal action subject to environmental review under NEPA. Under the Proposed Action, the FAA would issue a license to SpaceX, which would authorize SpaceX to conduct the abort test using a Falcon 9 launch vehicle and a Dragon-2 (*i.e.*, SpaceX's crew version of Dragon). Dragon-2 was developed with the intent to carry astronauts. The proposed abort test is part of SpaceX's commercial crew certification process with the National Aeronautics and Space Administration (NASA). The abort test is scheduled to occur in 2019.

Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a license to SpaceX to conduct the abort test, and therefore SpaceX would not conduct the abort test.

The Draft EA evaluates the potential environmental impacts from the Proposed Action and No Action Alternative on visual effects (including light emissions); coastal resources; air

quality; climate; noise and noise-compatible land use; biological resources; water resources (surface waters); hazardous materials, solid waste, and pollution prevention; and historical, architectural, archeological, and cultural resources. Potential cumulative impacts are also addressed in the Draft EA.

The FAA has posted the Draft EA on the FAA Office of Commercial Space Transportation website: https://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/launch/.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EA. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC, on November 15, 2018.

Daniel Murray,

Manager, Space Transportation Development Division.

[FR Doc. 2018-26075 Filed 11-29-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice Rescinding Eight Notices of Intent To Prepare Environmental Impact Statements

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

ACTION: Notice.

SUMMARY: The Federal Railroad Administration (FRA) is issuing this notice to advise the public that FRA is rescinding the Notices of Intent (NOI) for the following Environmental Impact Statements (EIS): The Pennsylvania Maglev Proposal; the Tupelo Railroad Relocation Planning and Environmental Study; the Tier 2 EIS for the Chicago to Joliet High-Speed Rail (HSR) Project; the Tier 2 EIS for the HSR Project between Granite City, IL to St. Louis, MO HSR Project; EIS for the ACEforward Program; EIS for the Milwaukee, WI to Minneapolis, MN Rail Corridor; 7) the Los Angeles to San Louis Obispo North