

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Summary Notice No. 2019–71]****Petition for Exemption; Summary of Petition Received; Cities of Mendota and Reedley, California****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 December 30, 2019.

ADDRESSES: Send comments identified by docket number FAA–2019–0691 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: Linda S. Lane (202) 267–7280, 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 December 3, 2019.

Brandon Roberts,

Acting Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2019–0691.

Petitioner: Cities of Mendota and Reedley, California.

Section(s) of 14 CFR Affected:

§§ 21.181(a)(3)(i), 21.190(a), 43.1(d), 43.3(g), 43.7(g) and (h), 61.23(c), 61.31(1)(2)(vi), 61.89(c), 61.303(a) and (b)(4), 61.305(a)(2), 61.315(a) and (c), 61.317, 61.321, 61.325, 61.327(b)(2), 61.403(b), 61.411, 61.415(e)(g) and (h), 61.417, 61.419, 61.423(a)(2)(iii)(A) and (D) and (a)(2)(iv), 61.423(b), 61.429(c), and 65.107(b) and (c).

Description of Relief Sought: The relief sought by the petitioners will allow them to operate four Pipistrel Alpha Electro aircraft with the issuance of a Special Light Sport Aircraft (SLSA) airworthiness certificate, to conduct flight training in the aircraft for primary and differences training.

[FR Doc. 2019–26468 Filed 12–6–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Docket No. FAA–2018–0649]****Discontinuation of Hazardous Inflight Weather Advisory Service (HIWAS) in the Contiguous United States****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of final decision.

SUMMARY: This action sets forth the final determination by the FAA to discontinue the Hazardous Inflight Weather Advisory Service (HIWAS).

DATES: This action begins January 8, 2020.

FOR FURTHER INFORMATION CONTACT: Jeff Black, Flight Service, Federal Aviation Administration, 800 Independence

Avenue SW, Washington, DC 20591; telephone: (202) 267–6500.

SUPPLEMENTARY INFORMATION:**Background**

Hazardous Inflight Weather Advisory Service (HIWAS) is a continuous broadcast of weather advisories over a limited nationwide network of VORs that provide pilots with meteorological information relating to hazardous weather. Since the early 1980s, the broadcast, available in various locations of the contiguous United States (CONUS) allows pilots to access hazardous weather information while inflight without going through a Flight Service specialist.

With the advent of the internet and other technology, the demand for inflight services from Flight Service specialists has declined. Staffing was 3,000+ specialists in more than 300 facilities during the early 1980s and now consists of three hub facilities. In 2018, radio contacts dropped to less than 900 per day from an average of 10,000 radio contacts per day.

Demand for inflight services has diminished since the inception of HIWAS while access has never been greater, which indicates that pilots are migrating to other means of obtaining inflight weather advisories. Multiple sources are available that provide access to weather and aeronautical information to pilots in the cockpit, often presented in a graphical format, making it easier to visualize what is going on along the route of flight. Pilots are no longer limited to only contacting a Flight Service specialist in order to adhere to 14 CFR 91.103, numerous options are available to them to help maintain awareness of hazardous weather advisories along their route of flight.

On July 23, 2018, the FAA published a notice of proposal to discontinue HIWAS in the CONUS.

Discussions of Comments

The FAA received 27 comments on the proposed agency action. The following summary identifies the issues raised from all the commenters to our initial proposal but does not restate each comment received. Thirteen (13) comments either supported the initiative or were neutral towards the FAA's proposal. Three (3) comments did not apply as they referred to HIWAS in Alaska, which does not exist. Of the remaining comments, a number of them focused on technology and the inability of pilots to obtain weather from alternate sources such as Electronic