

the operation and effectiveness of U.S. telecommunications trade agreements that are in force with respect to the United States. The purpose of the review is to determine whether any foreign government that is a party to one of those agreements is failing to comply with that government's obligations or is otherwise denying, within the context of a relevant agreement, "mutually advantageous market opportunities" to U.S. telecommunication products or services suppliers. USTR will consider responses to this notice in the review called for in section 1377.

Commenters should place particular emphasis on any practices that may violate U.S. trade agreements. USTR also is interested in receiving new or updated information pertinent to the barriers covered in the 2020 NTE Report as well as information on new barriers. If USTR does not include in the 2021 NTE Report information that it receives pursuant to this notice, it will maintain the information for potential use in future discussions or negotiations with trading partners.

### III. Estimate of Increase in Exports

Each comment should include an estimate of the potential increase in U.S. exports that would result from removing any foreign trade barrier the comment identifies, as well as a description of the methodology the commenter used to derive the estimate. Commenters should express estimates within the following value ranges: Less than \$10 million, \$10 million to \$25 million, \$25 million to \$100 million, \$100 million to \$500 million, and over \$500 million. These estimates will help USTR conduct comparative analyses of a barrier's effect over a range of industries.

### IV. Requirements for Submissions

Comments must be in English and must identify on the first page of the submission 'Comments Regarding Foreign Trade Barriers to U.S. Exports for 2021 Reporting.' Commenters providing information on foreign trade barriers in more than one country should, whenever possible, provide a separate submission for each country.

The submission deadline is Thursday, October 29, 2020, at midnight EST. USTR strongly encourages commenters to make on-line submissions, using *Regulations.gov*. To submit comments via *Regulations.gov*, enter docket number USTR-2020-0034 on the home page and click 'search.' The site will provide a search-results page listing all documents associated with this docket. Find a reference to this notice and click on the link entitled 'comment now.' For further information on using

*Regulations.gov*, please consult the resources provided on the website by clicking on 'How to Use *Regulations.gov*' on the bottom of the home page.

*Regulations.gov* allows users to submit comments by filling in a 'type comment' field, or by attaching a document using an 'upload file' field. USTR prefers that you provide comments in an attached document. If you attach a document, please identify the name of the country to which the submission pertains in the 'type comment' field, e.g., see attached comments with respect to (name of country). USTR prefers submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf). If you use an application other than those two, please indicate the name of the application in the 'type comment' field.

Filers submitting comments containing that do not include business confidential information (BCI) should name their file using the name of the person or entity submitting the comments. For any comments submitted electronically that contain BCI, the file name of the business confidential version should begin with the characters 'BCI.' Clearly mark any page containing BCI with 'BUSINESS CONFIDENTIAL' on the top of that page. Filers of submissions containing BCI also must submit a public version of their comments that USTR will place in the docket for public inspection. The file name of the public version should begin with the character 'P.' Follow the 'BCI' and 'P' with the name of the person or entity submitting the comments.

Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the comments themselves. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the submission itself, not as separate files.

As noted, USTR strongly urges that you file comments through *Regulations.gov*. You must make any alternative arrangements with Yvonne Jamison at [Yvonne\\_D.Jamison@ustr.eop.gov](mailto:Yvonne_D.Jamison@ustr.eop.gov) or (202) 395-3475 before transmitting a comment and in advance of the deadline.

USTR will post comments in the docket for public inspection, except properly designated BCI. You can view comments on *Regulations.gov* by entering docket number USTR-2020-0034 in the search field on the home page. General information concerning

USTR is available at <https://www.ustr.gov>.

**Edward Gresser,**

*Chair of the Trade Policy Staff Committee,  
Office of the United States Trade Representative.*

[FR Doc. 2020-19985 Filed 9-9-20; 8:45 am]

BILLING CODE 3290-F0-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Adoption of Environmental Assessment for Long Range Discrimination Radar Performance Testing, Clear Air Force Station, Alaska, and Finding of No Significant Impact and Record of Decision for Temporary Flight Restrictions.**

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

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of the FAA's *Adoption of Missile Defense Agency Environmental Assessment for Long Range Discrimination Radar (LRDR) Performance Testing, Clear Air Force Station (CAFS), Alaska, and Finding of No Significant Impact and Record of Decision for Temporary Flight Restrictions in the Vicinity of CAFS for LRDR Performance Testing*. This document sets forth: (1) The FAA's adoption of the Missile Defense Agency's (MDA) Environmental Assessment for *Long Range Discrimination Radar (LRDR) Performance Testing, Clear Air Force Station (CAFS), Alaska*; (2) the FAA's finding that no significant environmental effects would result from two proposed temporary flight restrictions (TFRs) the FAA would issue to protect aviation from high-intensity radiated fields generated during the LRDR performance testing; and (3) the FAA's decision to approve the TFRs.

**FOR FURTHER INFORMATION CONTACT:** Paula Miller, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-7378.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

MDA prepared a Final Environmental Assessment (FEA) for performance testing of a LRDR at CAFS, Alaska. The FEA includes analysis of the potential environmental effects of two TFRs that



would be issued by the FAA pursuant to Title 14, Code of Federal Regulations, Section 99.7, *Special Security Instructions*, to protect aviation from high-intensity radiated fields generated by the LRDR during the testing. MDA provided a Preliminary FEA for public review from May 4, 2020, to June 2, 2020, and three comments were received. The FEA was issued in July 2020, and MDA and the Department of the Air Force (DAF) issued their Finding of No Significant Impact (FONSI) on July 24, 2020.<sup>1</sup>

The LRDR performance testing would occur for 16 hours a day (specific times to vary by time of year) for 12 to 18 months. During the testing hours, the larger of the two TFRs, which would apply in an area defined as Zone 1 in the FEA, would be continuous (active every day during the testing period); and the other TFR, which would apply in an area defined as in Zone 2 in the FEA, would be non-continuous, active for two hours a day (Tuesdays, Thursdays, and Saturdays, from 2:00 a.m. to 4:00 a.m. local Alaska time). During the activation hours of the TFRs, the existing instrument flight rules arrival and departure procedures at Healy River Airport, and emergency aircraft and medical evacuation flights into and out of Clear Airport, would be available through processes defined in a Letter of Agreement between MDA, CAFS, and the FAA. Also, the FAA would provide notice (via Notices to Airmen (NOTAMs)) of: (1) The unavailability of affected approach procedures at Ted Stevens Anchorage International Airport (ANC); and (2) the unavailability of affected portions of airways V-436 and J-125.

In accordance with regulations of the Council on Environmental Quality (CEQ) implementing the National Environmental Policy Act of 1969 (NEPA), and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA participated as a cooperating agency on the FEA. In that capacity, the FAA coordinated closely with MDA, provided subject matter expertise, and participated actively in the FEA's preparation.

Consistent with CEQ guidance, FAA Order 1050.1F provides that the FAA may adopt another agency's Environmental Assessment (EA) for the purpose of compliance with NEPA. To do so, the FAA must determine, based on an independent evaluation, that the other agency's EA: (1) Adequately addresses the FAA's action; and (2)

meets the applicable standards in FAA Order 1050.1F and CEQ's regulations implementing NEPA.

After independently evaluating the FEA, the FAA has determined that the document adequately addresses the proposed TFRs and meets the applicable standards in FAA Order 1050.1F and CEQ's regulations implementing NEPA. Accordingly, the FAA has adopted the FEA. Based on the information and analysis in the FEA, the FAA has found that the TFRs would not significantly affect the human environment and therefore do not require preparation of an environmental impact statement under NEPA. After considering this and other relevant factors, the FAA has decided to approve the TFRs.

#### Notice of Availability

The FAA's adoption of the FEA, its finding of no significant environmental impact, and its decision on the TFRs are documented in *Adoption of Missile Defense Agency Environmental Assessment for Long Range Discrimination Radar (LRDR) Performance Testing, Clear Air Force Station, Alaska (CAFS) and Finding of No Significant Impact and Record of Decision for Temporary Flight Restrictions in the Vicinity of CAFS for LRDR Performance Testing* (Adoption/FONSI/ROD). This document and the FEA are available upon request by contacting Paula Miller at: Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-7378.

#### Right of Appeal

The FAA's Adoption/FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. 46110. Any party seeking to stay implementation of the Record of Decision must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

Issued in Des Moines, WA, on September 3, 2020.

**Maria A. Aviles,**

*Acting Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2020-19962 Filed 9-9-20; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0124]

#### Qualification of Drivers; Exemption Applications; Implantable Cardioverter Defibrillator (ICD)

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Transportation (DOT).

**ACTION:** Notice of denial.

**SUMMARY:** FMCSA announces its decision to deny the application from one individual treated with an Implantable Cardioverter Defibrillator (ICD) who requested an exemption from the Federal Motor Carrier Safety Regulations (FMCSRs) prohibiting operation of a commercial motor vehicle (CMV) in interstate commerce by persons with a current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope (transient loss of consciousness), dyspnea (shortness of breath), collapse, or congestive heart failure.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing materials in the docket, contact Docket Operations, (202) 366-9826.

#### SUPPLEMENTARY INFORMATION:

##### I. Public Participation

##### A. Viewing Documents and Comments

To view comments, as well as any documents mentioned in this notice as being available in the docket, go to <http://www.regulations.gov/docket?D=FMCSA-2020-0124> and choose the document to review. If you do not have access to the internet, you may view the docket online by visiting the Docket Operations in Room W12-

<sup>1</sup> The FEA and the MDA/DAF FONSI are posted on MDA's website at <https://www.mda.mil/system/lrdr/>.