

period, correction of a previous incorrect email address, and the FAA's intent to prepare an EIS. Information, data, opinions and comments obtained will be considered in preparing the draft EIS.

The FAA will prepare the EIS in accordance with the National Environmental Policy Act (NEPA; 42 United States Code 4321 *et seq.*), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500–1508), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

The EIS will evaluate the potential impacts of the Department's proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, North Carolina. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1–19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The Fourth Parallel Runway 1–19 and End-around Taxiways would entail construction of an approximately 12,000-foot runway located between existing Runway 18C–36C and Runway 18R–36L, along with associated taxiways (partial north End-Around Taxiway, full south End-Around Taxiway, parallel, high-speed exit and connector taxiways). Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5–23 and relocation of West Boulevard. The Concourse B and Ramp Expansion would entail extending Concourse B to the west, creating 10–12 additional gates. The Concourse C and Ramp Expansion would entail extending Concourse C to the east, creating 10–12 additional gates. The Daily North Parking Deck would entail construction of a parking deck north of passenger terminal parking facilities.

Within the EIS, the FAA proposes to consider a range of reasonable alternatives that could potentially meet the purpose and need for the project being proposed at Charlotte Douglas International Airport. The EIS will include the evaluation of a No Action Alternative and other reasonable alternatives that may be identified, such as use of other airports or other modes of transportation, during the NEPA process.

The potential environmental impacts of all proposed construction and operational activities will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; properties protected under 49 U.S.C. 303(c), known as "Section 4(f)" of the Department of Transportation Act of 1966 (including publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites); farmlands; ground transportation; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomic, environmental justice, and children's health and safety risks; visual effects; water resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic rivers). This analysis will include an evaluation of potential direct and indirect impacts, and will account for cumulative impacts from other relevant activities in the vicinity of the Charlotte Douglas International Airport.

More information on the Proposed Action and the NEPA process is available on the project website at: www.clteis.com.

Tommy L. Dupree,

Acting Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2018–11202 Filed 5–24–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Safety Management Systems for Part 121 Certificate Holders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves safety data and analysis by part 121 Certificate Holders required by regulation to implement a Safety

Management System (SMS). The Certificate Holder will use the data it collects to identify hazards and instances of non-compliance with requirements and standards. The safety policy, outputs of safety risk management and safety assurance processes, and training and communications records will be kept by the Certificate Holder and used in its SMS. The Certificate Holder will also use the data, records, and documentation to show compliance with regulations. However, none of these data, records, or documents will be submitted to FAA.

DATES: Written comments should be submitted by July 24, 2018.

ADDRESSES: Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP–110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT:

Barbara Hall by email at: Barbara.L.Hall@faa.gov; phone: 940–594–5913.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility, and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0763.

Title: Safety Management Systems for Part 121 Certificate Holders.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: Public Law required the FAA to initiate rulemaking requiring all part 121 air carriers to implement a Safety Management System (SMS). On March 9, 2018, all current part 121 Certificate Holders met the final compliance date to have a Safety Management System acceptable to the Administrator. There are four components to a Safety Management System: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Collection and analysis of safety data and concomitant records is an essential part of a properly functioning SMS. Safety Policy establishes the foundation for the SMS. Safety Risk Management determines and identifies hazards in an aviation

operation. Safety Assurance measures the effectiveness of hazard identification and mitigation and prevention of new, unforeseen hazards. Safety Promotion requires the Certificate Holder to maintain training records and communications documentation used to promote safety.

Respondents: Approximately 70 part 121 Certificate Holders and any future applicants for a part 121 certificate.

Frequency: During the first 6 months of the 3-year effective date period, part 121 Certificate Holders were required to submit an SMS implementation plan. This was a onetime submission for the existing part 121 Certificate Holders and will be a onetime submission for future part 121 certificate applicants.

Estimated Average Burden per Response: 3,340 Hours (as an average of 30 large carriers (50+ aircraft), 31 medium carriers (10–49 aircraft), and 29 small carriers (9 or fewer aircraft)).

Estimated Total Annual Burden: 107,146 total labor hours for 3 years, \$3,854,888 total cost over 3 years.

Issued in Fort Worth, TX on May 21, 2018.

Barbara L. Hall,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2018–11325 Filed 5–24–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2018–0082]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel COBALT; Invitation for Public Comments

AGENCY: Maritime Administration, DOT.
ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before June 25, 2018.

ADDRESSES: Comments should refer to docket number MARAD–2018–0082. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140,

1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23–453, Washington, DC 20590. Telephone 202–366–9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel COBALT is:

—*Intended Commercial Use of Vessel:*

“The Vessel will be used for 6-pack charter fishing out of San Diego. The owner of the Vessel currently runs another charter vessel and cannot accommodate all trip requests during the busy season due to being completely booked.”

—*Geographic Region:* “California”

The complete application is given in DOT docket MARAD–2018–0082 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to

provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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By Order of the Maritime Administrator.

Dated: May 22, 2018.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2018–11274 Filed 5–24–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2018–0087]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel SANDPIPER; Invitation for Public Comments

AGENCY: Maritime Administration, DOT.
ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before June 25, 2018.

ADDRESSES: Comments should refer to docket number MARAD–2018–0087. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available at <http://www.regulations.gov>.