

Section 201 of the CAFTA–DR Implementation Act authorizes the President to proclaim such modifications or continuation of any duty, such continuation of duty-free or excise treatment, or such additional duties, as the President determines to be necessary or appropriate to carry out or apply articles 3.3, 3.5, 3.6, 3.21, 3.26, 3.27, and 3.28, and Annexes 3.3 (including the schedule of United States duty reductions with respect to originating goods), 3.27, and 3.28 of the CAFTA–DR.

In Proclamation 9555 of December 15, 2016, pursuant to section 201 of the CAFTA–DR Implementation Act and section 1206(a) of the 1988 Act (19 U.S.C. 3006(a)), the President proclaimed certain modifications to the HTSUS (see Proclamation 9555, paragraph (11)), and further proclaimed that the modifications would become effective on the date to be announced by the U.S. Trade Representative in the **Federal Register**, after the applicable conditions set forth in the CAFTA–DR have been fulfilled. The modifications are effective with respect to goods entered for consumption, or withdrawn from warehouse for consumption, on or after that date. See Proclamation 9555, paragraph (12). The modifications are set out in Annex V of Proclamation 9555.

In Proclamation 9687 of December 22, 2017, pursuant to section 201 of the CAFTA–DR Implementation Act and section 1206(a) of the 1988 Act (19 U.S.C. 3006(a)), the President proclaimed certain modifications to the HTSUS (see Proclamation 9687, paragraph (6)), and further proclaimed that the modifications would become effective on the date to be announced by the U.S. Trade Representative in the **Federal Register**, after the applicable conditions set forth in the CAFTA–DR have been fulfilled. The modifications are effective with respect to goods entered for consumption, or withdrawn from warehouse for consumption, on or after that date. See Proclamation 9687, paragraph (7). The modifications are set out in Annex II of Proclamation 9687.

#### **B. Announcement of the Effective Date of Modifications to the HTSUS Pursuant to Proclamation 9555 and Proclamation 9687**

The U.S. Trade Representative is announcing that the conditions referenced in paragraph (12) of Proclamation 9555 and paragraph (7) of Proclamation 9687 have been fulfilled and that the modifications set out in Annex V of Proclamation 9555 and Annex II of Proclamation 9687 will take effect on November 1, 2020, with

respect to goods entered for consumption, or withdrawn from warehouse for consumption, on or after that date.

**Joseph Barloon,**

*General Counsel, Office of the United States Trade Representative.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Termination of Previously Initiated Processes for the Development of Air Tour Management Plans and Environmental Assessments/ Environmental Impact Statements for Various National Park Units and Notice of Intent To Complete Air Tour Management Plans at 23 National Park Units**

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Notice of Termination of Previously Initiated Processes for Air Tour Management Plans and Associated Environmental Documents and Notice of Intent to Complete Air Tour Management Plans at 23 National Park Units.

**SUMMARY:** The Federal Aviation Administration (FAA), in cooperation with the National Park Service (NPS), announces that it is terminating previously initiated processes for the development of Air Tour Management Plans (ATMP) and Environmental Assessments (EA)/Environmental Impact Statements (EIS) for a number of National Park System units. The agencies had initiated and actively worked these processes at a number of parks from 2004 to 2011 but ceased all work by September 2012 due to a focus on other program priorities. Given the length of time since these processes were initiated and actively worked, termination of these processes will allow the agencies to start anew with the development of ATMPs and associated environmental documents at these and other parks.

#### **FOR FURTHER INFORMATION CONTACT:**

Keith Lusk, Program Manager, AWP–1SP, Federal Aviation Administration, Western-Pacific Region, 777 S Aviation Boulevard, Suite 150, El Segundo, California 90245. Telephone: (424) 405–7017.

**SUPPLEMENTARY INFORMATION:** In the following **Federal Register** notices the FAA, in cooperation with the National

Park Service (NPS), had provided notice of its intent to develop EA/EIS documents for the ATMPs at various National Park System units pursuant to the National Parks Air Tour Management Act of 2000 (NPATMA) (Pub. L. 106–181) and its implementing regulations contained in 14 CFR part 136, subpart B, National Parks Air Tour Management:

Haleakala National Park (68 FR 3301, Jan. 23, 2003; 69 FR 9420–9422, Feb. 27, 2004; and 71 FR 66575–66576, Nov. 15, 2006);

Hawaii Volcanoes National Park (68 FR 3301–3302, Jan. 23, 2003; 69 FR 9420–9422, Feb. 27, 2004; and 70 FR 44416–44417, Aug. 2, 2005);

Mount Rushmore National Memorial (69 FR 20660–20661, Apr. 16, 2004);

Badlands National Park (69 FR 20658–20659, Apr. 16, 2004);

Lake Mead National Recreation Area (69 FR 20659–20660, Apr. 16, 2004);

Death Valley National Park (75 FR 2922–2923, Jan. 19, 2010);

Mount Rainier National Park (75 FR 16899–16900, Apr. 2, 2010; 75 FR 18568–18569, Apr. 12, 2010); and

Golden Gate National Recreation Area/San Francisco Maritime National Historical Park/Point Reyes National Seashore (76 FR 45312, July 2011).

In 2004, the FAA and NPS began preparing environmental documentation to comply with NPATMA and the National Environmental Policy Act (NEPA) (Pub. L. 91–190), which requires Federal agencies to consider the environmental impacts associated with a major Federal action, such as completing an ATMP. The agencies were unable to complete any ATMPs due primarily to differences in their respective approaches to environmental analysis.

In 2012, the agencies ceased work on the development of ATMPs and associated environmental documentation at these parks and refocused efforts on implementation of various NPATMA amendment provisions included in the FAA Modernization and Reform Act of 2012 (Pub. L. 112–95). In particular, the agencies focused on the development of Voluntary Agreements (VAs), which do not require compliance with NEPA.

On February 14, 2019, Public Employees for Environmental Responsibility and the Hawaii Coalition Malama Pono filed a petition for writ of mandamus in the U.S. Court of Appeals for the District of Columbia Circuit seeking to have the FAA and the NPS complete air tour management plans or voluntary agreements at seven specified parks. On May 1, 2020, the Court granted the petition and ordered the

FAA and the NPS to file a proposed schedule within 120 days for bringing all 23 eligible parks into compliance with NPATMA within two years or to provide specific, concrete reasons why it would take longer.

The agencies intend to bring the 23 national park units referenced in the Court's order into compliance with NPATMA over the next two years through the development of ATMPs or, secondarily, voluntary agreements. The 23 national park units, listed below, consist of the ten aforementioned park units along with 13 other park units where the ATMP process was never initiated.

1. Arches National Park
2. Badlands National Park
3. Bandelier National Monument
4. Bryce Canyon National Park
5. Canyon de Chelly National Monument
6. Canyonlands National Park
7. Death Valley National Park
8. Everglades National Park
9. Glacier National Park
10. Glen Canyon National Recreation Area
11. Golden Gate National Recreation Area
12. Great Smoky Mountains National Park
13. Haleakalā National Park
14. Hawai'i Volcanoes National Park
15. Lake Mead National Recreation Area
16. Mount Rainier National Park
17. Mount Rushmore National Memorial
18. Natural Bridges National Monument
19. National Parks of New York Harbor Management Unit
20. Olympic National Park
21. Point Reyes National Seashore
22. Rainbow Bridge National Monument
23. San Francisco Maritime National Historical Park

In accordance with NPATMA, for each ATMP the agencies develop, they will hold at least one public meeting, publish the proposed ATMP in the **Federal Register**, comply with NEPA, and invite Tribes to participate as cooperating agencies, as appropriate. The agencies intend to accomplish these requirements in a consolidated fashion to the extent practical. The agencies have been meeting regularly over the last year to resolve past disagreements over the environmental analysis and NEPA compliance and have successfully resolved key concerns. Both agencies will sign the ATMPs and environmental decision documents. All ATMPs that the agencies create will include adaptive management measures to ensure the continued effectiveness of each ATMP over time. For any voluntary agreement, the agencies will provide an opportunity for public review and, where applicable, tribal consultation.

Issued in El Segundo, California on August 31, 2020.

**Keith Lusk,**

*Program Manager, Special Programs Staff,  
Western-Pacific Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0098]

#### Hours of Service of Drivers; Pilot Program To Allow Commercial Drivers To Pause Their 14-Hour Driving Window

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

**ACTION:** Notice of proposed pilot program; request for comments.

**SUMMARY:** FMCSA proposes a pilot program to allow temporary regulatory relief from the Agency's hours-of-service (HOS) requirement that all driving by drivers of property-carrying commercial motor vehicles (CMVs) be completed within 14 hours after coming on duty. During the pilot program, known as the Split Duty Period Pilot Program, participating CMV drivers would have the option to pause their 14-hour on-duty period (also called a driving window) with one off-duty period of no less than 30 minutes and no more than 3 hours. Participation would be limited to a certain number of commercial driver's license (CDL) holders who meet the criteria specified for participation. This pilot program seeks to gather statistically reliable evidence whether decisions concerning the timing of such flexibility can be aligned with employers', shippers', and receivers' scheduling preferences to optimize productivity while ensuring safety performance at a level equivalent to or greater than what would be achieved absent the regulatory relief.

**DATES:** Comments must be received on or before November 2, 2020. The implementation date of the Pilot Program would be announced in subsequent **Federal Register** notices.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System (FDMS) Docket ID [FMCSA-2020-0098] using any of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 1-202-493-2251.
- **Mail:** Send comments to Docket Operations, U.S. Department of

Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Deliver comments to Docket Operations, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Instructions:** All submissions must include the Agency name and the docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the Public Participation heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the **Privacy Act** heading below.

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>, and follow the online instructions for accessing the dockets, or go to the street address listed above.

**Privacy Act:** DOT posts comments submitted to the rulemaking docket, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**Public Participation:** The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "help" section of the Federal eRulemaking Portal website. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

**FOR FURTHER INFORMATION CONTACT:** Nicole Michel, Research Division, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, by email at [Nicole.michel@dot.gov](mailto:Nicole.michel@dot.gov), or by telephone at 202-366-4354. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826. Further information will be posted at the website for the proposed pilot program: <https://www.fmcsa.dot.gov>.