

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Agency Information Collection
Activities: Requests for Comments;
Clearance of Renewed Approval of
Information Collection: Flight
Engineers and Flight Navigators**

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. This collection involves FAA Form 8400.3, Application for an Airman Certificate and/or Rating, (for flight engineer and flight navigator) and applications for approval of related training courses that are submitted to FAA for evaluation. The information collection is necessary to determine applicant eligibility for flight engineer or flight navigator certificates. This collection is also necessary to determine training course acceptability for those schools training flight engineers or navigators.

DATES: Written comments should be submitted by September 21, 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:

OMB Control Number: 2120-0007.
Title: Flight Engineers and Flight Navigators.

Form Numbers: 8400-3.
Type of Review: This is a renewal of an information collection.

Background: The information collection is necessary to determine applicant eligibility for flight engineer or flight navigator certificates. This collection is also necessary to determine training course acceptability for those schools training flight engineers or navigators. FAA Form 8400.3, Application for an Airman Certificate and/or Rating, (for flight engineer and flight navigator) and applications for approval of related training courses are available online and are submitted to FAA for evaluation. The information is reviewed to determine applicant

eligibility and compliance with prescribed provisions of Title 14 CFR part 63, Certification: Flight Crewmembers Other Than Pilots. Form 8400-3 is multiple-use form also used for control tower operators and aircraft dispatchers.

Respondents: 143 certain airmen applicants and training schools.

Frequency: On occasion.

Estimated Average Burden per Response: 1.8 hours.

Estimated Total Annual Burden: 268.1 hours.

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.

Issued in Washington, DC, on July 17, 2018.

Karen Shutt

Manager, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2018-15631 Filed 7-20-18; 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: Fractional
Aircraft Ownership Programs**

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. Fractional Ownership is a program that offers increased flexibility in aircraft ownership. Owners purchase shares of an aircraft and agree to share their aircraft with others having an ownership share in that same aircraft. Owners agree to put their aircraft into a "pool" of other shared aircraft and to lease their aircraft to another owner in that pool. The information collected is

used to determine if these entities are operating in accordance with the minimum safety standards of these regulations. The FAA will use the information it reviews and collects to evaluate the effectiveness of the program and make improvements as needed, and ensure compliance and adherence to regulations.

DATES: Written comments should be submitted by September 21, 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:

OMB Control Number: 2120-0684.

Title: Fractional Aircraft Ownership Programs.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: This is a renewal of an existing information collection.

Background: Each fractional ownership program manager and each fractional owner must comply with the requirements of 14 CFR part 91, subpart K (91K). Information-collection requirements under 91K include submission for FAA approval of management specifications, which comprise: Lists of fractional owners and types of aircraft; registration markings and serial numbers; authorizations, procedures and limitations under which operations are to be conducted; time limitations, or standards for determining time limitations, for overhauls, inspections, and checks for airframes, engines, propellers, rotors, appliances, and emergency equipment of aircraft; the specific location of the program manager's principal base of operations and the program manager's mailing address; other business names in use; authorization of methods for controlling weight and balance; deviations and exemptions from requirements of 91K, if applicable; and other information the Administrator deems necessary. The FAA requires this information to ensure that the operators' specifications comply with the requirements of the rule. In addition, the FAA imposes recordkeeping requirements on 91K operators. These include: creating and retaining management contracts between fractional owners and operators; advance notice of non-program aircraft substitution; briefing fractional owners on operational control responsibilities; issuance of management specifications; internal

safety reporting; preparation and retention of manuals; maintenance of current aircraft and pilot records; flight scheduling; pilot-in-command designation; passenger safety briefings (oral and on information cards); preparation of proving-test programs; provision of drug and alcohol misuse education; and various personnel, maintenance, and minimum equipment list documentation. These requirements help ensure that these operators have procedures in place to facilitate compliance with the requirements of the rule.

Information is collected electronically to the extent practicable, and the FAA likewise encourages and facilitates electronic recordkeeping. The FAA uses an automated Operations Specifications subsystem to issue management specifications to fractional ownership program managers. This system allows management companies to electronically generate and electronically sign the management specifications. Use of this automated system is required for the fractional ownership programs. While legal contractual documents, passenger briefing cards, and certain manuals must be kept in paper form for legal and safety reasons, all other records and reports mandated by 91K can be created, transmitted and retained electronically.

The FAA will use the information it reviews and collects to evaluate the effectiveness of the program and make improvements as needed, and ensure compliance and adherence to the minimum safety standards of these regulations.

Respondents: 8 fractional aircraft program managers/operators.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 1 hour, 20 minutes.

Estimated Total Annual Burden: 13,736 hours, or 1,717 hours per respondent.

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.

Issued in Washington, DC, on July 17, 2018.

Karen Shutt,

Manager, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2018-15728 Filed 7-20-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2018-0649]

Notice of Proposal To Discontinue Hazardous Inflight Weather Advisory Service (HIWAS)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The FAA is requesting public comment on the agency's proposal to discontinue the Hazardous Inflight Weather Advisory Service (HIWAS).

DATES: Submit comments on or before August 22, 2018.

ADDRESSES: You may send comments identified by Docket Number FAA-2018-0649 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 (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-001.

- *Hand Deliver or Courier:* Take comments to Docket Operations in Room W12-140, West Building Ground Floor, Washington, DC, 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 www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instruction for accessing the docket or Docket Operations in Room W12-140 of the West Building, Ground Floor at 1200 New Jersey Avenue SE, Washington, DC

between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Jeff Black, Flight Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, Telephone (202) 267-6500; email jeff.black@faa.gov.

Issued in Washington, DC, on July 16, 2018.

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 while inflight without going through a Flight Service specialist. HIWAS was conceived when there was a large demand for inflight briefings from specialists and wait times could be extremely long. HIWAS alleviated the workload of the specialists and helped to reduce wait times for pilots. At that time, pilots had no other choice but to contact Flight Service to obtain hazardous weather updates for the route of flight. Originally created by specialists using scripts, HIWAS is now produced using text to voice technology.

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. Currently, 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 no longer need to contact a Flight Service specialist to adhere to 14 CFR 91.103 and maintain awareness of hazardous weather advisories along their route of flight.

As part of FAA efforts to modernize and streamline service delivery, the agency is interested in receiving comments on elimination of the