

process for part 107 operations, the FAA proposes to use LAANC and a web portal to process airspace authorization requests for limited recreational operations.

Affected Public: Limited recreational operators of small unmanned aircraft seeking to conduct flights within Class B, Class C, Class D, or within the lateral boundaries of the surface area of Class E airspace designated for an airport.

Frequency of Submission: The requested information will need to be provided each time a limited recreational operator respondent requests an airspace authorization to conduct a limited recreational operation of a small UAS in controlled airspace.

Number of Respondents: Between 2019–2021, the FAA estimates it will receive a total of 1,165,387 requests for airspace authorizations or 388,462 annually.

Total Annual Burden: Because the FAA has not previously collected airspace authorization requests from users under 49 U.S.C 44809(a)(5), the FAA used historical data related to airspace authorization requests submitted by part 107 operators. Under part 107, the FAA has received .318 requests per UAS registered and 85.2% of those requests were made through LAANC and 14.8% of the requests were made through the web portal. Applying these ratios to 49 U.S.C. 44809 respondents, the FAA estimates that the annual burden hours on respondents will be 55,224 hours (26,478 hours for 330, 970 LAANC respondents and 28,746 hours for 57,492 web portal respondents) for airspace authorizations. To determine this calculation, the FAA estimates that a respondent will require 5 minutes (or .08 hours) to complete the authorization request form using LAANC and 30 minutes (or .5 hours) using the web portal.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FAA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on March 5, 2019.

Casey Nair,

UAS LAANC Program Manager.

[FR Doc. 2019–04368 Filed 3–8–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0103]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Airport Grants Program

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 data from airport sponsors and planning agencies to determine eligibility, and to ensure proper use of Federal funds and project accomplishments for the Airport Improvement Program.

DATES: Written comments should be submitted by May 10, 2019.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (Enter docket number into search field).

By mail: Robin Hunt, Acting Director, Office of Airport Planning and Programming, APP–1 Federal Aviation Administration, 800 Independence Ave. SW, Suite 620, Washington, DC 20591.

By fax: 202–267–5302.

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.

FOR FURTHER INFORMATION CONTACT:

Patricia Dickerson by email at: patricia.a.dickerson@faa.gov; phone: 202–267–9297.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120–0569.

Title: Airport Grants Program.

Form Numbers: FAA Forms 5100–100, 5100–101, 5100–108, 5100–110, 5100–126, 5100–127, 5100–128, 5100–129, 5100–130, 5100–131, 5100–132, 5100–133, 5100–134, 5100–135, 5100–

136, 5100–137, 5100–138, 5100–139, 5100–140, 5100–141, 5100–142, 5370–1.

Type of Review: Renewal of an information collection.

Background: Codification of certain U.S. Transportation laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and re-codified them without substantive change at Title 49 U.S.C., which is referred to as the “Act.” The Act provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems. The Act also authorizes funds for noise compatibility planning and to carry out noise compatibility programs. The information required by this program is necessary to protect the Federal interest in safety, efficiency, and utility of the Airport. Data is collected to meet report requirements of 2 CFR part 200 for certifications and representations, financial management and performance measurement.

Respondents: Approximately 13,000 applications.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: Approximately 9 hours.

Estimated Total Annual Burden: Approximately 118,000 hours.

Issued in Washington, DC, on March 6, 2019.

Lori K. Pagnanelli,

Acting Manager, Airports Financial Assistance Division, APP–500.

[FR Doc. 2019–04300 Filed 3–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2019–04]

Petition for Exemption; Summary of Petition Received; Debra Plymate

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 April 1, 2019.

ADDRESSES: Send comments identified by docket number FAA–2018–1083 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: Alphonso Pendergrass (202) 267–4713, 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 February 26, 2019.

Lirio Liu,

Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2018–1083.

Petitioner: Debra Plymate.

Section(s) of 14 CFR Affected: §§ 61.315(a), 61.411(a), 61.415, and 61.429(b).

Description of Relief Sought: The petitioner request an exemption to allow the McClish Funk B to be operated by FAA certificated sport pilots, student pilots seeking a sport pilot certificate, and certified flight instructors with sport pilot ratings. Exemption from 14 CFR 61.315(a) will permit persons exercising the privileges of a sport pilot certificate or student pilots seeking a sport pilot certificate to operate the McClish Funk B, and permit flight time obtained in the McClish Funk B to be considered flight time obtained in a light-sport aircraft. An exemption from 14 CFR 61.411(a), 61.415, and 61.429(b) will permit persons exercising the privileges of a flight instructor certificate with a sport pilot rating to provide flight training in the McClish Funk B.

[FR Doc. 2019–04376 Filed 3–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2019–03]

Petition for Exemption; Summary of Petition Received; Alaska Air Carriers Association

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 April 1, 2019.

ADDRESSES: Send comments identified by docket number FAA–2019–0049 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: Tiffany Griffith (202) 267–7571, 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 March 6, 2019.

Lirio Liu,

Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2019–0049.

Petitioner: Alaska Air Carriers Association.

Section(s) of 14 CFR Affected: 135.154 (b)(2).

Description of Relief Sought: Petitioner requests an exemption from § 135.154 (b) (2), the TAWS–B requirement for single-engine turbine powered aircraft equipped with 6 to 9 passenger seats in Alaska in accordance with Visual Flight Rules. In lieu of the installation of TAWS Class B equipment, the petitioner would equip airplanes with TSO–C151 TAWS Class C equipment with a terrain display.

[FR Doc. 2019–04379 Filed 3–8–19; 8:45 am]

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