

UAS has led to significant policy and regulatory adaptations to safely integrate these platforms into the airport environment. The FAA defines a UAS as ‘an unmanned aircraft and the equipment necessary for the safe and efficient operation of that aircraft. An unmanned aircraft is a component of a UAS. It is defined by statute as an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft (Pub. L. 112–95, Section 331(8)).’ As the technology and its use continues to mature, the FAA is committed to conducting research and providing policy and guidance to ensure the safe operation of UAS, whether autonomous or remotely piloted, in and around the airport environment. As more UAS Concept of Operations (CONOPS) propose operations involving the airport environment and droneports, there is a need to consider if unique requirements or recommendations for the planning, design, and physical infrastructure needs are necessary.

On May 9, 2023, the FAA’s Office of Airports—Airport Emerging Entrants Division (AAS–200) officially sent the FAA’s Airport Technology Research and Development Branch (ATR) a ‘*Request for Research*’ to conduct research on Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs. This ‘*Request for Research*’ was reviewed and approved by the Research, Engineering, and Development Advisory Committee (REDAC) Subcommittee on Airports. Established in 1989, the FAA’s REDAC provides advice and recommendations to the FAA Administrator on the needs, objectives, plans, approaches, content, and accomplishments of the aviation research portfolio. The REDAC also assists in ensuring FAA present and future aviation research activities are coordinated with similar research being conducted outside the FAA. The REDAC Subcommittee on Airports includes members from the following affiliations: academia, aircraft manufacturers, an airline pilot union, airport authorities, aviation industry organizations, and environmental advocates.

As part of the Request for Research (*i.e.*, research effort), discussed above, the FAA will conduct interviews with stakeholders, in the form of in-person and virtual meetings, with representatives from the following organizations: airports, droneports, private entities, original equipment manufacturers, UAS industry vendors, the military, international aviation community, and academia. During each

interview, the FAA will ask the stakeholders a specific set of questions, and if necessary, fact-specific follow-up questions will be posed to clarify and enhance the respondent’s answers to the specified set of questions.

The purpose of these interviews will be to catalog and inventory current and prospective droneports and gather key insights from these operators. In addition, the research team will document stakeholder’s experiences/ lessons learned with integrating or operating UAS at airports and independent droneport operations.

The results from this research effort will be summarized in a final report and will be used to shape the FAA’s operational evaluations and possible development of standards and guidance documents pertaining to planning, design, and physical infrastructure needs, as well as safety standards, for fixed-wing and rotary operations. This effort will primarily focus on UAS aircraft weighing 55 pounds or more and include operational considerations for cargo transport. Vehicles with weights lower than 55 pounds will be considered where applicable. Both fixed wing and rotary operational will be considered to create a baseline understanding before establishing infrastructure design requirements and safety standards for existing and standalone facilities referred to as a droneport.

Respondents: Approximately 100 airport operators, droneport operators, original equipment manufacturers, private entities, UA industry vendors, representatives of the military, the international aviation community, and academia.

Frequency: Information will be collected one to two times annually.

Estimated Average Burden per Response: 2.5–4.5 hours.

Estimated Total Annual Burden: 250–400 hours.

Issued in Atlantic City, NJ, on January 29, 2024.

Michael DiPilato,

Airport Research Specialist, FAA Aviation Research Division, Airport Technology Research and Development Branch (ANG–E26).

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Aviation Rulemaking Advisory Committee (ARAC) meeting.

SUMMARY: This notice announces a meeting of the ARAC.

DATES: The FAA will hold the meeting on Thursday, March 21, 2024, from 1 p.m. to 4 p.m. eastern time.

The FAA must receive requests to attend the meeting by Monday, March 11, 2024.

The FAA must receive requests for accommodations to a disability by Monday, March 11, 2024.

The FAA must receive any written materials to during the meeting by Monday, March 11, 2024.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, and virtually on Zoom. However, if the FAA is unable to hold the meeting in person due to circumstances outside of its control, the FAA will hold a virtual meeting and notify registrants with the meeting details and post any updates on the FAA Committee website. Members of the public who wish to observe the meeting must RSVP by emailing 9-awarac@faa.gov. General committee information, including copies of the meeting minutes, will be available on the FAA Committee website at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/.

FOR FURTHER INFORMATION CONTACT: Aliah Duckett, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267–7489; email 9-awarac@faa.gov. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The ARAC was created under the Federal Advisory Committee Act (FACA), in accordance with title 5 of the United States Code (5 U.S.C. 1001) to provide advice and recommendations to the FAA concerning rulemaking activities, such as aircraft operations, airman and air agency certification, airworthiness standards and certification, airports, maintenance, noise, and training.

II. Agenda

At the meeting, the agenda will cover the following topics:

- Status Updates
 - Active Working Groups
 - Transport Airplane and Engine (TAE) Subcommittee
- Recommendation Reports
- Any Other Business

Detailed agenda information will be posted on the FAA Committee website address listed in the **ADDRESSES** section at least one week in advance of the meeting.

III. Public Participation

The meeting will be open to the public for virtual or in person attendance on a first-come, first-served basis, as there is limited space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section and provide the following information: full legal name, country of citizenship, and name of your industry association or applicable affiliation. Please indicate if you plan to observe the meeting in person or virtually. The FAA will email registrants the meeting access information in a timely manner prior to the start of the meeting.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

The FAA is not accepting oral presentations at this meeting due to time constraints. Any member of the public may present a written statement to the committee at any time. The public may present written statements to ARAC by providing a copy to the Designated Federal Officer via the email listed in the **FOR FURTHER INFORMATION CONTACT** section.

Issued in Washington, DC, on January 29, 2024.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2024-02091 Filed 2-1-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0141]

Parts and Accessories Necessary for Safe Operation; Exemption Renewal for Stoneridge, Inc.

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

ACTION: Notice of provisional renewal of exemption; request for comments.

SUMMARY: FMCSA announces its decision to provisionally renew

Stoneridge, Inc.'s (Stoneridge) exemption, which will allow motor carriers to operate commercial motor vehicles (CMV) with the company's MirrorEye™ Camera Monitor System (CMS) installed as an alternative to the two rear-vision mirrors required by the Federal Motor Carrier Safety Regulations (FMCSRs). The exemption is renewed for 5 years, unless revoked earlier.

DATES: This renewed exemption is effective February 13, 2024, through February 12, 2029, unless revoked earlier. Comments must be received on or before March 4, 2024.

ADDRESSES: You may submit comments identified by docket number FMCSA-2018-0141 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2018-0141/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* (202) 493-2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-9209; MCPSV@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2018-0141), indicate the specific section of this document to which the comment applies, and provide a reason for suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency

can contact you if it has questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2018-0141/document>, click on this notice, click "Comment," and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as "PROPIN" to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2018-0141/document> and choose the document to review. To view