

Description of Relief Sought: Uber Elevate, Inc. seeks exemptions to allow it to conduct part 119 air carrier operations for compensation or hire under part 135 using small unmanned aircraft systems (small UAS). Specifically, Uber Elevate, Inc. seeks permission to conduct small UAS air carrier operations for commercial food package delivery in the United States, initially in the City of San Diego.

[FR Doc. 2019-10593 Filed 5-20-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

June 6, 2019 Drone Advisory Committee (DAC) Meeting

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Announcement of meeting.

SUMMARY: The FAA is issuing this notice to announce the June 6, 2019 DAC Meeting to the public.

DATES: The meeting will be held on June 6, 2019, 9:00 a.m.–4:00 p.m. Eastern Time.

ADDRESSES: The meeting will be held at the Hyatt Regency Crystal City (Regency E, Ballroom Level), 2799 Jefferson Davis Highway, Arlington, Virginia 22202.

FOR FURTHER INFORMATION CONTACT: For questions about the DAC, please visit https://www.faa.gov/uas/programs_partnerships/dac/ or contact Erik Amend, Manager, Executive Office, UAS Integration Office, at erik.amend@faa.gov or 202-267-8282.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given of the June 6, 2019 DAC Meeting. The DAC is a Federal Advisory Committee managed by the FAA. The agenda will likely include, but may not be limited to, the following:

- Official Statement of the Designated Federal Officer
- Approval of the Agenda and Minutes
- Opening Remarks
- FAA Update
- Update on Counter-UAS Technology Trends
- The FAA's Plan to Address the FAA Reauthorization Act of 2018
- Discussion on Knowledge Test for Recreational Drone Operators
- Industry-Led Technical Topics
- New Business/Agenda Topics
- Closing Remarks
- Adjourn

The agenda will be available through the **Federal Register**, the FAA's Notices of Public Meetings web page (https://www.faa.gov/regulations_policies/rulemaking/npm/), and the FAA's DAC web page (https://www.faa.gov/uas/programs_partnerships/dac/).

Attendance is open to the interested public but limited to space available. Registration is required for this meeting; members of the public may register at DACmeetingRSVP@faa.gov until May 31, 2019.

Members of the public may present a written statement to the committee at any time. The FAA is not accepting oral presentations at this meeting due to time constraints.

If you are in need of assistance or require a reasonable accommodation for this meeting, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on May 15, 2019.

Erik W. Amend,

Manager, Executive Office, AUS-10, FAA UAS Integration Office.

[FR Doc. 2019-10591 Filed 5-20-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescission of Revised Record of Decision

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of rescission of Revised Record of Decision (ROD).

SUMMARY: The FHWA is issuing this notice to advise the public that the April 22, 2013, Revised ROD for the proposed Sakonnet River Bridge, Rehabilitation or Replacement in the Towns of Portsmouth and Tiverton, Newport County, Rhode Island is rescinded effective with this notice and replaced with the August 2003 original ROD signed by FHWA.

FOR FURTHER INFORMATION CONTACT: Mr. Carlos E. Padilla-Fresse, Program Delivery Supervisor, Federal Highway Administration Rhode Island Division, 380 Westminster Mall, Suite 601, Providence, Rhode Island 02903, (401) 528-4577, Carlos.Padilla@dot.gov. Office hours are from 8:00 a.m. to 4:30 p.m. (Eastern Time), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: The FHWA, as the lead Federal agency, in cooperation with the Rhode Island Department of Transportation (RIDOT), is rescinding the April 22, 2013, Revised ROD for the proposed Sakonnet River Bridge, Rehabilitation or Replacement in the Towns of Portsmouth and Tiverton, Newport County, Rhode Island. The FHWA is rescinding the 2013 Revised ROD, per the Rhode Island Department of Transportation (RIDOT) request. Rescinding the 2013 Revised ROD will invalidate the actions taken pertaining to the implementation of tolling on the Sakonnet River Bridge.

Any future Federal-aid action within the Sakonnet River Bridge must comply with environmental review requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321), FHWA NEPA implementing regulations (23 CFR 771) and related authorities, as appropriate. Comments and questions concerning this action should be directed to FHWA at the address provided above.

Issued on: May 15, 2019.

Carlos C. Machado,

FHWA Rhode Island Division Administrator, Providence, Rhode Island.

[FR Doc. 2019-10594 Filed 5-20-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0037]

Agency Information Collection Activities; Notice and Request for Comment; Driver Interactions With Advanced Driver Assistance Technologies

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on a proposed collection of information.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces our intention to request the Office of Management and Budget's (OMB) approval of a proposed collection of certain information by the Agency. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Procedures established under the Paperwork Reduction Act of 1995 (the PRA) require Federal agencies to publish a notice in the **Federal Register** concerning each proposed collection of information and to allow 60 days for

public comment in response to the notice. The proposed collection of information supports research addressing safety-related aspects of driver interactions with certain advanced driver assistance technologies.

DATES: Comments must be received on or before July 22, 2019.

ADDRESSES: You may submit comments identified by the docket number in the heading of this document or by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments on the electronic docket site by clicking on "Help" or "FAQ".

- *Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal Holidays.

- *Fax:* 202-493-2251.

Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to www.regulations.gov, including any personal information provided. Please see the Privacy heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://www.dot.gov/privacy.html>.

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

FOR FURTHER INFORMATION CONTACT: Elizabeth Mazzae, Applied Crash Avoidance Research Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319; Telephone (937) 666-4511; Facsimile: (937) 666-3590; email address: elizabeth.mazzae@dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520), before an agency

submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected;

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

Title: Driver Interactions with Advanced Driver Assistance Technologies.

Type of Request: New collection.

Type of Review Requested: Regular.

OMB Clearance Number: New Collection.

Form Number: None.

Requested Expiration Date of Approval: Three years from date of approval.

Summary of the Collection of Information: NHTSA proposes to perform research involving the collection of information from the public as part of a multi-year effort to learn about drivers' use of and behavior in interacting with certain advanced driver assistance technologies. The research will involve on-road, semi-naturalistic driving experimentation in which participants who are members of the general public will drive government-owned instrumented production vehicles equipped with driver assistance technologies. Participants will include both drivers with and drivers without experience with advanced cruise control and lane keeping assistance technologies. Experienced drivers will be ones who

own one of the two vehicle models equipped with advanced cruise control and lane keeping assistance features being used in this research. Participants will engage driver assistance technologies, including advanced cruise control and lane keeping assistance, while driving a specified route traversing public highways. Participants' actions to engage the assistance features and responses to unrequested disengagements will be observed and recorded.

Questions will be asked during the course of the research to assess individuals' suitability for study participation, to obtain feedback regarding participants' use of the driver assistance technologies, and to gauge individuals' level of comfort with and confidence in the technologies' performance and safety.

Description of the Need for the Information and Proposed Use of the Information: The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce healthcare and other economic costs associated with motor vehicle crashes. As driver assistance technologies advance, they have the potential to dramatically reduce the number of motor vehicle crashes, injuries, and associated economic costs. The safety and effectiveness of the technologies depends on drivers understanding the capabilities, constraints, and visual and auditory alerts provided. Drivers' understanding of when assistance features are available to use and when they are not or are disengaging is important for safety. In particular, drivers must understand and respond quickly when a feature indicates that it is disengaging and the driver must retake full manual control of driving. This work seeks to gather information regarding how drivers who are inexperienced compare to drivers with experience using driver assistance features including advanced cruise control and lane keeping assistance. The research will compare the two groups' use of these features in interactions, response to disengagement notifications, and proper use.

The collection of information will consist of: (1) Question Set 1, Driving Research Study Interest Response Form, (2) Question Set 2, Screening Questions, (3) passive observation of driving behavior, and (4) Question Set 3, Post-Drive Questionnaire.

The information to be collected will be used for the following purposes:

- *Question Set 1, Driving Research Study Interest Response Form* will be used to determine individuals'

willingness to participate in the study and whether an individual qualifies for participation in this study based on certain information, such as primary vehicle make/model. For example, participants must:

- Be at least 21 years of age
- Hold a valid U.S. or Canadian driver’s license
- Drive at least 14,000 miles annually

Participants must also be willing to provide their contact information for the purposes of coordinating participation.

- *Question Set 2, Screening Questions* will be primarily used to ensure that participants meet certain minimum health qualifications, are free of recent criminal convictions, and have reasonable availability to participate in the study. The objective of health screening questions is to identify candidate participants whose physical and health conditions may be deemed “average” and are compatible with being able to drive continuously for approximately 3 hours a vehicle equipped with only original equipment components.

- *Question Set 3, Post-Drive Questionnaire* will be used to get

information about the participants’ experiences during the experimental drive, including the difficulty of using the automated system, trust in the automated system, incidences of mode confusion, and any safety considerations related to the system.

There will be two versions of the questionnaire: One for participants who do not have experience with one of two study vehicle models equipped with advanced cruise control and lane keeping assistance prior to the study, and one for participants do have experience with these features in one of the two study vehicle models. The experienced participant questionnaire will include additional questions addressing individuals’ personal experience with the driver assistance feature technologies in their personal vehicle and, for participants who drive a study vehicle model that is different from their personal vehicle, their opinions regarding differences between the two vehicles’ driver assistance feature driver interface implementations and any difficulties using those features in the vehicle with which they were not experienced prior to the study.

Affected Public (Respondents): Research participants will be licensed drivers aged 25–54 years who drive at least 14,000 miles annually, are in good health, and do not require assistive devices to safely operate a vehicle and drive continuously for a period of 3 hours.

Estimated Number of Respondents: Information will be collected in an incremental fashion to permit the determination of which individuals have the necessary characteristics for study participation. All interested candidates will complete Question Set 1, Driving Research Study Interest Response Form. A subset of individuals meeting the criteria for Question Set 1 will be asked to complete Question Set 2, Screening Questions. From the individuals found to meet the criteria for both Questions sets 1 and 2, a subset will be chosen with the goal of achieving a sample providing a balance of age and sex to be scheduled for study participation. A summary of the estimated numbers of individuals that will complete the noted question sets is provided in the following table.

ESTIMATED NUMBER OF RESPONDENTS

Questions	Total N
Question Set 1, Driving Research Study Interest Response Form	1,000
Question Set 2, Screening Questions	600
Question Set 3, Post-Drive Questionnaire	300

Estimated Time per Response: Completion of Question Set 1, Driving Research Study Interest Response Form is estimated to take approximately 5 minutes and completion is estimated to take approximately 7 minutes for Question Set 2, Screening Questions. Completion of Question Set 3, Post-Drive Questionnaire is estimated to take

15 minutes per inexperienced participant and 20 minutes per experienced participant. The estimated annual time and cost burdens are summarized in the table below. The number of respondents and time to complete each question set are estimated as shown in the table. The time per question set is calculated by

multiplying the number of respondents by the time per respondent and then converting from minutes to hours. The hour value for each question set is multiplied by the latest average hour earning estimate from the Bureau of Labor Statistics to obtain an estimated burden cost per question set.¹

ESTIMATED TIME PER RESPONSE AND TOTAL TIME

Question set	Question topic	Participants	Time per response (minutes)	Total time (minutes)	Total time (hours)	Total cost
1	Driving Research Study Interest Response Form.	1,000	5	5,000	83.33	\$2,304.91
2	Screening Questions	600	7	4,200	37.5	1,936.20
3	Post-Drive Questionnaire, Inexperienced	150	15	2,250	50	1037.25
	Post-Drive Questionnaire, Experienced	150	20	3,000	75	1,383.00
Total Estimated Burden.	14,450	240.83	6,661.36	

¹ Bureau of Labor Statistics Feb. 2019 Average Hourly Earnings data for “Total Private,” \$27.66

(Accessed 3/8/2019 at <https://www.bls.gov/news.release/empst.t19.htm>).

Total Estimated Annual Burden:
240.83 hours.

Frequency of Collection: The data collection described will be performed once to obtain the target number of valid test participants.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.95.

Issued in Washington, DC, on May 14, 2019.

Tim J. Johnson,

Acting Associate Administrator for Vehicle Safety Research.

[FR Doc. 2019-10582 Filed 5-20-19; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

[Docket No. TTB-2019-0001]

Proposed Information Collections; Comment Request (No. 74)

AGENCY: Alcohol and Tobacco Tax and Trade Bureau (TTB); Treasury.

ACTION: Notice and request for comments.

SUMMARY: As part of our continuing effort to reduce paperwork and respondent burden, and as required by the Paperwork Reduction Act of 1995, we invite comments on the proposed or continuing information collections listed below in this notice.

DATES: We must receive your written comments on or before July 22, 2019.

ADDRESSES: As described below, you may send comments on the information collections described in this document using the “*Regulations.gov*” online comment form for this document, or you may send written comments via U.S. mail or hand delivery. We no longer accept public comments via email or fax.

- *Internet:* To submit comments online, use the comment form for this document posted within Docket No. TTB-2019-0001 on the “*Regulations.gov*” e-rulemaking website at <https://www.regulations.gov>;

- *U.S. Mail:* Send comments to the Paperwork Reduction Act Officer, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005.

- *Hand Delivery/Courier:* Delivery comments to the Paperwork Reduction Act Officer, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Suite 400, Washington, DC 20005.

Please submit separate comments for each specific information collection described in this document. You must reference the information collection’s title, form or recordkeeping requirement number, and OMB control number (if any) in your comment.

You may view copies of this document, the information collections described in it and any associated instructions, and all comments received in response to this document within Docket No. TTB-2019-0001 at <https://www.regulations.gov>. A link to that docket is posted on the TTB website at <https://www.ttb.gov/forms/comment-on-form.shtml>. You may also obtain paper copies of this document, the information collections described in it and any associated instructions, and any comments received in response to this document by contacting Michael Hoover at the addresses or telephone number shown below.

FOR FURTHER INFORMATION CONTACT:

Michael Hoover, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005; 202-453-1039, ext. 135; or informationcollections@ttb.gov (please do not submit comments to this email address).

SUPPLEMENTARY INFORMATION:

Request for Comments

The Department of the Treasury and its Alcohol and Tobacco Tax and Trade Bureau (TTB), as part of their continuing effort to reduce paperwork and respondent burden, invite the general public and other Federal agencies to comment on the proposed or continuing information collections described below in this notice, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Comments submitted in response to this notice will be included or summarized in our request for Office of Management and Budget (OMB) approval of the relevant information collection. All comments are part of the public record and subject to disclosure. Please do not include any confidential or inappropriate material in your comments.

We invite comments on: (a) Whether this information collection is necessary for the proper performance of the agency’s functions, including whether the information has practical utility; (b) the accuracy of the agency’s estimate of the information collection’s burden; (c) ways to enhance the quality, utility, and clarity of the information collected; (d) ways to minimize the information collection’s burden on respondents,

including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide the requested information.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information has a valid OMB control number.

Information Collections Open for Comment

Currently, we are seeking comments on the following forms, letterhead applications or notices, recordkeeping requirements, questionnaires, or surveys:

OMB Control No. 1513-0002

Title: Personnel Questionnaire—Alcohol and Tobacco Products.

TTB Form Number: TTB F 5000.9.

Abstract: Provisions of the Internal Revenue Code (IRC; 26 U.S.C chapters 51 and 52) and the Federal Alcohol Administration Act (FAA Act; 27 U.S.C. 201 *et seq.*) require persons wishing to engage in certain alcohol and tobacco activities to obtain a permit, or approval of a notice or registration, from the Secretary of the Treasury (the Secretary) before beginning operations. The IRC and FAA Act provide that an applicant is not eligible for such permits or approvals if the Secretary finds that the applicant, (including company officers, directors, or principal investors) is not likely to lawfully operate or has certain criminal convictions. Under its delegated IRC and FAA Act authorities, the TTB regulations authorize the collection of information from applicants so that TTB can determine if they meet the minimum statutory and regulatory qualifications for alcohol and tobacco permits, notices, or registrations. To assist TTB in making such determinations, applicants use form TTB F 5000.9, Personnel Questionnaire—Alcohol and Tobacco, or its web-based Permits Online equivalent, to provide TTB with information regarding their identity, business history and financing, and criminal record, if any.

Current Actions: TTB is submitting this collection as a revision due to program changes made at the Bureau’s discretion. TTB has revised TTB F 5000.9 and its electronic Permits Online equivalent to reduce the amount of information collected and lower the per-respondent burden associated with this information collection. TTB has removed certain data fields that it no longer needs to determine a