

The members of RSTAC receive no compensation for their services and are required to provide for the expenses incidental to their service, including travel expenses. Currently, RSTAC members have elected to submit annual dues to pay for RSTAC expenses.

RSTAC members must be citizens of the United States and represent as broadly as practicable the various segments of the railroad and rail shipper industries. They may not be full-time employees of the United States. According to revised guidance issued by the Office of Management and Budget, it is permissible for federally registered lobbyists to serve on advisory committees, such as RSTAC, as long as they do so in a representative capacity, rather than an individual capacity. *See Revised Guidance on Appointment of Lobbyists to Fed. Advisory Comms., Bds., & Comm'ns*, 79 FR 47482 (Aug. 13, 2014). Members of RSTAC are appointed to serve in a representative capacity.

Each RSTAC member is appointed for a term of three years. A member may serve after the expiration of his or her term until a successor has taken office. No member will be eligible to serve in excess of two consecutive terms.

Due to the upcoming expiration of two members' second terms, two large shipper representative vacancies will exist on RSTAC. Suggestions for candidates to fill the vacancies should be submitted in letter form, identifying the name of the candidate, providing a summary of why the candidate is qualified to serve on RSTAC, and containing a representation that the candidate is willing to serve as an RSTAC member effective immediately upon appointment. RSTAC candidate suggestions should be filed with the Board by October 31, 2019. Members selected to serve on RSTAC are chosen at the discretion of the Board Chairman. Please note that submissions will be posted on the Board's website under Docket No. EP 526 (Sub-No. 13) and can also be obtained by contacting the Office of Public Assistance, Governmental Affairs, and Compliance at [RCPA@stb.gov](mailto:RCPA@stb.gov) or (202) 245-0238.

**Authority:** 49 U.S.C. 1325.

Decided: September 26, 2019.

By the Board, Allison C. Davis, Director, Office of Proceedings.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2019-21270 Filed 9-30-19; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2019-0772]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Pilot Reports (PIREP)

**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 for a new information collection. The collection involves an aircraft pilot's voluntary submission of weather conditions that were encountered while in flight. The information to be collected is necessary because Pilot Report (PIREP) Solicitation and Dissemination has been identified by the ATO as one of the Top 5 hazards in the National Airspace System (NAS). For certain weather conditions, PIREPs are the only means of confirmation that forecasted conditions are occurring. The FAA 7110-2 PIREP Form is a guide to assist pilots in submitting Pilot Weather Reports into the NAS.

**DATES:** Written comments should be submitted by November 30, 2019.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* Federal Aviation Administration, Mail Stop AJR-B1, 800 Independence Ave SW, Suite 300 W, Washington, DC 20591.

*By fax:* 202-267-6310.

**FOR FURTHER INFORMATION CONTACT:**

Michael Helwig by email at: [michael.helwig@faa.gov](mailto:michael.helwig@faa.gov); phone: 202-267-1666.

**SUPPLEMENTARY INFORMATION:**

*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.

*OMB Control Number:* 2120-XXXX.

*Title:* Pilot Reports (PIREP).

*Form Numbers:* FAA 7110-2.

*Type of Review:* New information collection.

*Background:* The guidance for collecting PIREP information is contained in FAAO 7110. 10, Flight Service, of which System Operations Services (AJR) is the office of primary responsibility.

*Respondents:* Pilots, as of 9/21/19, 53,976 PIREPs have been entered in the NAS.

*Frequency:* On occasion, depending on the weather conditions encountered.

*Estimated Average Burden per*

*Response:* 2-3 minutes.

*Estimated Total Annual Burden:* <1 hour per respondent.

Issued in Washington, DC, on September, 26, 2019.

**Michael C. Artist,**

*Vice President, System Operations Services, Air Traffic Organization.*

[FR Doc. 2019-21257 Filed 9-30-19; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2008-0355; FMCSA-2012-0050; FMCSA-2013-0106; FMCSA-2014-0214; FMCSA-2014-0381; FMCSA-2015-0115; FMCSA-2015-0117; FMCSA-2017-0180]

#### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

**ACTION:** Notice of renewal of exemptions; request for comments.

**SUMMARY:** FMCSA announces its decision to renew exemptions for ten individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have "no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV." The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

**DATES:** Each group of renewed exemptions were applicable on the dates stated in the discussions below