

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:**

Barbara Hall at (940) 594-5913, or by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0039

*Title:* Operating Requirements: Commuter and On-Demand Operation  
*Form Numbers:* N/A.

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

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 14, 2018 (83 FR 27822). On June 27, 2018, the FAA published the final rule Regulatory Relief, Aviation Training devices; Pilot Certification, Training, and Pilot Schools; and Other Provisions (83 FR 30232). In that rule, the FAA is amending § 135.99 by adding paragraph (c) to allow a certificate holder to receive approval of a second-in-command (SIC) professional development program (SIC PDP) via operations specifications (Ops Specs) to allow the certificate holder's pilots to log SIC time in operations conducted under part 135 in an airplane or operation that does not otherwise require a SIC. As explained in the rule, the FAA believes that a comprehensive SIC PDP will provide opportunities for beneficial flight experience that may not otherwise exist and also provide increased safety in operations for those flights conducted in a multicrew environment. The FAA is establishing requirements in § 135.99(c) for certificate holders, airplanes, and flightcrew members during operations conducted under an approved SIC PDP. Those changes are reflected in this information collection.

The FAA is also changing certain logging requirements to enable the logging of SIC time obtained under a SIC PDP. Those changes are reflected in a revision to information collection 2120-0021.

*Respondents:* Operators who currently possess an FAA approved PIC or SIC training program could revise and utilize those existing programs to qualify their pilots seeking approval to log SIC time. Those operators that do not already possess an approved PIC/

SIC training program (that must include crew resource management training) would be required to submit a proposed new SIC training program for FAA approval. This would be amending an existing part 119 certificate. As of September 28, 2017 the FAA estimates that there were approximately 457 part 135 operators with single engine turbine-powered airplanes or multiengine airplanes that would qualify or actually pursue the authorization to conduct a SIC professional development program.

The FAA estimates that approximately 20 operators would be required to submit a newly developed SIC Professional Development Training Program for approval in the first year that the program is available. The FAA estimates that 50 operators will request an amendment to their existing PIC/SIC training program. This time burden is reflected in § 135.325, Training program and revision.

*Frequency:* As needed.

*Estimated Average Burden per Response:* Section 135.99(c) permits a certificate holder to seek approval of an SIC professional development program via issuance of operations specifications (Ops Specs) to allow the certificate holder's pilots to log SIC time. Under an approved SIC professional development program, pilots may log SIC time in part 135 operations conducted in multiengine airplanes and single engine turbine-powered airplanes that do not otherwise require an SIC, if those pilots: (1) Meet certification, training, and qualification requirements for pilots in part 135 operations, and (2) serve under the supervision of a part 135 PIC who meets certain experience requirements.

The FAA estimates that 20 operators will take approximately 40 hours each to develop and submit an acceptable new SIC training program. This program change will result in a burden increase of 800 hours in the first year of information collection only.

The FAA estimates that 50 operators will take approximately 20 hours each to revise and submit an acceptable SIC training program. This program change will result in a burden increase of 1,000 hours.

The new or revised SIC training program will result in a burden of 1,800 total hours in the first year of information collection.

In addition, the FAA has revised the burden in section 135.325 to remove the calculation of the burden for new applicants (for initial approval of training programs); this burden should not be reflected in this collection as it is already addressed in a previously approved collection (2120-0593

Certification: Air Carriers and Commercial Operators—FAR Part 119). This change is necessary to avoid double-counting the burden.

*Estimated Total Annual Burden:* The overall burden for part 135 was previously estimated at 1,154,674 hours. With the removal of the initial certification burden already accounted for in the part 119 statement, addition of the SIC training program development and approval burden, the total new annual reduced burden estimate is 1,314,814 hours. This is a reduction of 160,140 hours from the previous estimate.

Issued in Washington, DC, on August 23, 2018.

**Barbara Hall,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.*

[FR Doc. 2018-18883 Filed 8-30-18; 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: Certification: Pilots and Flight Instructors

**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 revision of this collection involves the logging of training time in aviation training devices under the provisions of regulations specified in the background of this document, and the logging of flight time as a second in command (SIC) under the provisions of regulations specified in the background of this document.

**DATES:** Written comments should be submitted by October 1, 2018.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oirq\\_submission@omb.eop.gov](mailto:oirq_submission@omb.eop.gov), or faxed to

(202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

**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:**

Barbara Hall at (940) 594-5913, or by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0021.

*Title:* Certification: Pilots and Flight Instructors.

*Form Numbers:* 8710-1, 8710-13.

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

**Background:** The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 14, 2018 (83 FR 27822). On June 27, 2018, the FAA published the final rule Regulatory Relief, Aviation Training devices; Pilot Certification, Training, and Pilot Schools; and Other Provisions (83 FR 30232). In that rule, the FAA is reducing the burden for instrument currency requirements under § 61.57 for those pilots that use aviation training devices. Prior to that final rule, § 61.57(c)(3) required persons using an aviation training device to establish instrument experience to complete the required tasks within the preceding 2 calendar months. Persons using an aircraft, full flight simulator, flight training device, or a combination, however, were required to establish instrument experience within the preceding 6 calendar months. 14 CFR 61.57(c)(1)-(2). The final rule amends § 61.57(c) to allow pilots to accomplish instrument experience in aviation training devices by performing the same tasks required for flight simulation training devices and aircraft, and at the same 6-month interval allowed for flight simulation training devices and aircraft.

The FAA estimates that, of the 102,811 active pilots with an instrument rating, that approximately 50% are maintaining currency. It is likely that only 15% of those pilots (approximately 15,422 pilots) are using an aviation

training device exclusively to maintain their instrument currency. For those pilots, this change will reduce the recordkeeping requirements of logging time from 6 times a year to two times a year, when logging instrument currency exclusively in an aviation training device. The FAA estimates this burden reduction to be 6168.8 hours annually.

Additionally, the final rule amends § 135.99 by adding paragraph (c) to allow a certificate holder to receive approval of a second in command (SIC) professional development program (SIC PDP) via operations specifications (Ops Specs) to allow the certificate holder's pilots to log SIC time in operations conducted under part 135 in an airplane or operation that does not otherwise require a SIC. Specifically, with this final rule, § 61.159(c) allows pilots to log SIC time in part 135 operations in a single engine turbine-powered airplane or a multi-engine airplane that otherwise does not require a SIC. This will require the pilot to obtain a logbook endorsement from the pilot in command for each individual flight to log this time as SIC. The FAA estimates that of the 76,957 Commercial Pilots with airplane and instrument privileges that approximately 10% (7,696) may actively pursue a SIC position with a Part 135 operator that is approved for logging SIC time as described for this provision. However, because of the limited number of operators (approximately 457 operators as of September 28, 2017) that would qualify or actually pursue this authorization, the FAA estimates that only 15% (1,154 pilots) might actually become qualified annually to log SIC time under this provision. This additional record keeping requirement will be reflected in Section 61.159, Aeronautical experience. The FAA estimates this SIC training program burden increase is 1,154 hours annually.

**Respondents:** The total number of respondents in the airman certification program is estimated to be approximately 25 percent of the population of active certificated pilots and instructors. Given a population of 825,000, the result is approximately 206,250 respondents providing data on an annual basis. The total number of applicants for a remote pilot certificate with a small UAS rating is estimated to be 39,229 annually.

**Frequency:** As needed.

**Estimated Average Burden per Response:** For the hour burdens resulting from the application requirements of the collection of information other than remote pilots with small UAS ratings, the FAA estimates that forms are submitted for

these certificates and ratings at an average preparation time of 15 minutes (0.25 hrs) each. The average time estimate of 0.25 hours assumes that many individual applicants will submit an 8710-1 form more than once for various reasons, and that most of the information provided on the form likely will not have changed. For Part 107 we estimate that an average of 39,229 forms are submitted annually that require an average preparation time of 0.25 hours to complete.

**Estimated Total Annual Burden:** The total number of annual responses for the airman certification program is estimated to be 1,196,653. The FAA estimates the total reporting burden hours to be 43,157 hours. The FAA estimates the total recordkeeping burden hours to be 311,329 hours. The FAA estimates the burden for the collection of information to be 354,486 hours annually.

Issued in Washington, DC, on August 23, 2018.

**Barbara Hall,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.*

[FR Doc. 2018-18882 Filed 8-30-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Final Federal Agency Actions on the Wainiha Bridges Along State Route 560 in the State of Hawaii

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Limitation on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

**SUMMARY:** This notice announces actions taken by FHWA and other Federal agencies that are final within the meaning of title 23 of the United States Code. The actions relate to the replacement of the temporary Wainiha Bridges along Kūhiō Highway (State Route 560) at approximate Mileposts 6.4 and 6.7, which is located in the Halele'a District on the island of Kaua'i, State of Hawai'i. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before January 28, 2019. If the Federal law that authorizes judicial review of a claim provides a time period