

on respondents will be 9,953 hours (3,208 hours for LAANC respondents and 6,745 hours for web portal respondents) for airspace authorizations, 4,120 hours for airspace waivers and 3,286 hours for operational waivers.

Issued in Washington, DC, on February 6, 2018.

Casey Nair,

FAA LAANC Program Manager, Program Management Office, AJM-33.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2018-0015]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel MAYAN MYSTRESS; Invitation for Public Comments

AGENCY: Maritime Administration, DOT.
ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before March 14, 2018.

ADDRESSES: Comments should refer to docket number MARAD-2018-0015. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel MAYAN MYSTRESS is:

—*Intended Commercial Use of Vessel:* “Pattie and I are retired and following our dream of touring the United States by water. Since we are both USCG licensed Captains, we would like to offset our operating costs by conducting sunset cruises, dinner cruises, sight seeing cruises, sailing instruction, and private charters in the regions we are visiting. We are eager to share our knowledge, experiences, and love of sailing with like minded guests, friends, and family without impacting the economic stability of the places we visit.”

—*Geographic Region:* “Alabama, Alaska, California, Florida, Hawaii, Louisiana, Mississippi, Oregon, Puerto Rico, Texas, Washington.”

The complete application is given in DOT docket MARAD-2018-0015 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To better facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact

the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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By Order of the Maritime Administrator.

Dated: February 6, 2018.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2018-02685 Filed 2-9-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2018-0019]

Request for Comments on the Renewal of a Previously Approved Information Collection: Determination of Fair and Reasonable Rates for the Carriage of Agricultural Cargoes on U.S. Commercial Vessels—46 CFR

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. The information collection is used by MARAD in determining Fair & Reasonable rates for the carriage of bulk and packaged agriculture preference cargoes on U.S.-flag commercial vessels. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on November 14, 2017 (**Federal Register** 52771, Vol. 82, No. 218).

DATES: Comments must be submitted on or before March 14, 2018.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503. Comments are invited on: (a) Whether the proposed collection of information is necessary for the Department’s performance; (b) the accuracy of the estimated burden; (c) ways for the Department 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.