

for Russia prior to enactment of these sanctions.

Wholly-Owned U.S. Subsidiaries: Exports and reexports of goods or technology pursuant to new licenses for exports and reexports to wholly-owned U.S. subsidiaries in Russia, provided that such licenses shall be issued on a case-by-case basis, consistent with export licensing policy for Russia prior to enactment of these sanctions.

Space Flight: Exports and reexports of goods or technology pursuant to new licenses in support of government space cooperation and commercial space launches, provided that such licenses shall be issued on a case-by-case basis, consistent with export licensing policy for Russia prior to enactment of these sanctions.

Commercial End-Users: Exports and reexports of goods or technology pursuant to new licenses for commercial end-users civil end-uses in Russia, provided that such licenses shall be issued on a case-by-case basis, consistent with export licensing policy for Russia prior to enactment of these sanctions.

SOEs/SFEs: Exports and reexports of goods or technology pursuant to new licenses for Russian state-owned or state-funded enterprises will be reviewed on a case-by-case basis, subject to a “presumption of denial” policy.

These measures shall be implemented by the responsible departments and agencies of the United States Government and will remain in place for at least one year and until further notice.

Christopher A. Ford,

Assistant Secretary of State, International Security and Nonproliferation.

[FR Doc. 2018-18503 Filed 8-24-18; 8:45 am]

BILLING CODE 4710-27-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment To Dispose of 4.68 Acres of Airport Land at Houlton International Airport, Houlton, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comments.

SUMMARY: Notice is being given that the FAA is considering a request from the Town of Houlton to dispose of 4.68 acres of land. The parcel is located within the airport industrial park as is not needed for aeronautical purposes. There is adequate developable area on

the airport to meet the future twenty year need for projected activity. The airport will obtain fair market value for the disposal of the land and the income derived from this disposal will be placed in the airport's operation and maintenance funds for the facility.

DATES: Comments must be received on or before September 26, 2018.

ADDRESSES: You may send comments using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>, and follow the instructions on providing comments.

- **Fax:** 202-493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W 12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver to mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Mr. Jorge E. Panteli, Compliance and Land Use Specialist, Federal Aviation Administration New England Region Airports Division, 1200 District Avenue, Burlington, Massachusetts 01803. Telephone: 781-238-7618.

Issued in Burlington, Massachusetts on November 20, 2017.

Gail Lattrell,

Acting Director, ANE-600.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Procedures for Non-Federal Navigation Facilities

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 information collected is necessary to ensure that operation and

maintenance of these non-Federally owned facilities is in accordance with FAA safety standards.

DATES: Written comments should be submitted by October 26, 2018.

ADDRESSES: Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP-110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT:

Barbara Hall by email at: Barbara.L.Hall@faa.gov; phone: 940-594-5913.

SUPPLEMENTARY INFORMATION: The collection involves the compilation of:

- Commissioning data, such as the initial standards and tolerances parameters for the aerial navigation aids (NavAids) and electrical/electronic facilities, owned and operated by non-Federal sponsors;
- Maintenance activities and operational history, such as outages and repairs, for facilities owned and operated by non-Federal sponsors; and
- The facilities' periodically verified parameters for the life of the facility.

OMB Control Number: 2120-0014.

Title: Procedures for Non-Federal Navigation Facilities.

Form Numbers: FAA Form 6000-10; FAA Form 6000-8; FAA Form 6030-1.

Type of Review: Renewal of an information collection.

Background: Title 14 CFR part 171 establishes procedures and requirements for non-Federal sponsors, (“non-Federal sponsors” refers to entities such as state and local governments, businesses, and private citizens) to purchase, install, operate, and maintain electronic NavAids for use by the flying public, in the National Airspace System (NAS). Part 171 describes procedures for receiving permission to install a facility and requirements to keep it in service. Documenting the initial parameters during commissioning is necessary to have a baseline to reference during future inspections. Another requirement is recording maintenance tasks, removal from service, and any other repairs performed on these facilities in on-site logs to have an accurate history on the performance of the facility. In addition, at each periodic inspection, recording the facilities' current parameters provides performance information for the life of the facility. Records must be kept on site and the FAA must receive copies of the logs.

Respondents: Approximately 2,600 non-Federal navigation facilities—no more than 2,600 respondents.

Frequency: Information is collected (submitted to Inspectors) on occasion.

Estimated Average Burden per Response: 13.72 hours per year.

- Form 6000–10, 1.72 hours per response
- Form 6000–8, 30 minutes per response
- Form 6030–1, 30 minutes per response

Estimated Total Annual Burden: Approximately 36,000 hours per year.

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.

Issued in Washington, DC, on August 22, 2018.

Robin Darden,

*Management Support Specialist,
Performance, Policy, and Records
Management Branch, ASP–110.*

[FR Doc. 2018–18504 Filed 8–24–18; 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 of Airmen for the Operation of Light- Sport Aircraft

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. This collection involves the submission of forms and other reporting and recordkeeping activities. The information to be collected is necessary to ensure compliance with regulations governing the manufacture and certification of light-sport aircraft, the training and certification of light-sport pilots and instructors, and the certification of light-sport aircraft Designated Pilot Examiners.

DATES: Written comments should be submitted by October 26, 2018.

ADDRESSES: Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP–110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT: Barbara Hall by email at: Barbara.L.Hall@faa.gov; phone: 940–594–5913.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120–0690.

Title: Certification of Airmen for the Operation of Light-Sport Aircraft.

Form Numbers: FAA form 8130–15, 8710–11, 8710–12.

Type of Review: Renewal.

Background: On July 27, 2004, the FAA published a final rule, Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft (69 FR 44771). That rule generated a need for new designated pilot examiners and designated airworthiness representatives to support the certification of new light-sport aircraft, pilots, flight instructors, and ground instructors.

This information collection requires applicants for certification as sport pilots to complete FAA form 8710–11, log training, take and pass a knowledge test, and requires organizations to develop and maintain training courses for sport pilots. The total of sport pilot applicants is estimated to be 500, with a burden of 3,400 hours. In addition, applications for certification as sport pilot instructors are required to take and pass a knowledge test, submit to a flight review, and purchase a training course. This affects an estimated 40 applicants, with a total annual burden of 120 hours.

This collection also requires light-sport aircraft owners and manufacturers to submit FAA form 8130–15, which is used to process an applicant's request to obtain a Special Airworthiness certificate for Light Sport Aircraft. FAA Airworthiness inspectors and designated inspectors review the required data submissions to determine that aviation products and their manufacturing facilities comply with ASTM requirements, and that the products have no unsafe features. The FAA estimates that approximately 297 respondents are required to complete FAA form 8130–15, with a total annual burden of 99 hours.

Finally, this collection requires applicants for the authorities and privileges of Designated Pilot Examiners to submit FAA form 8710–12, Light-Sport Standardization Board-Designated Pilot Examiner Candidate Application. The FAA uses the form to obtain

essential information concerning the applicants' professional and personal qualifications, and to screen and select the designees who act as representatives of the Administrator in performing various certification and examination functions. The FAA estimates a total of 20 respondents per year, with a total annual burden of 10 hours.

Respondents: Manufacturers, aircraft owners, pilots, flight instructors with a sport pilot rating, and maintenance personnel.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: Applicants for certification as sport pilots: 500 applicants; approximately 7 hours per applicant. Applicants for certification as sport pilot instructors: 40 applicants; approximately 3 hours per applicant. Applicants for Special Airworthiness Certificate for Light-Sport Aircraft: 297 applicants; approximately 1/3 hour per response. Applicants for certification as Designated Pilot Examiners: 20 applicants; approximately 1/2 hour per response.

Estimated Total Annual Burden: Sport pilot applicants: 3,400 hours. Sport pilot instructor applicants: 120 hours. Special Light-Sport Airworthiness certification applicants: 99 hours. Designated Pilot Examiner applicants: 10 hours. *Total burden:* 3,629.

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.

Issued in Washington, DC, on August 22, 2018.

Robin Darden,

*Management Support Specialist,
Performance, Policy, and Records
Management Branch, ASP–110.*

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