

f. Data and information on the initial and subsequent ODDs and software updates.

g. For all categories of information, how should any concerns about confidential business information and privacy be addressed?

23. If there would be other categories of data that should be considered, please identify them and the purposes for which they would be useful to the agency in carrying out its responsibilities under the Safety Act.

24. If the agency were to require the reporting of data, for what period should the agency require it to be reported—the two-year exemption period or the ZEAVs' entire normal service life?

25. Given estimates that vehicles with high and full driving automation would generate terabytes of data per vehicle per day, how should the need for data be appropriately balanced with the burden on manufacturers of providing and maintaining it and with the ability of the agency to absorb and use it effectively?

26. If supporting information (including analysis, methodology, data, and computer simulation results involving proprietary systems or specialized computer programs) is submitted by a petitioner under a request for confidential treatment and relied upon by the agency in its determination whether to grant or deny a petition, how can the public be provided with an evaluation and a justification for the determination that are transparent, readily understandable and persuasive?

27. Are there any mechanisms that may help further mitigate the underlying safety risks, if any, presented by this petition? For example, what additional safety and engineering redundancies, if any, should NHTSA consider requiring as a condition to granting the exemption?

28. Over the history of the Agency, exemption petitions based on some form of safety analysis, as opposed to the much more common type of petition based on a claim of economic hardship, have averaged only 1–2 per year. Typically, these safety-based petitions have involved technologies that affect only a single vehicle function or at least a very narrow range of functions and that were well described and tested. Such petitions were resolved by the Agency's either granting or denying them after soliciting and considering public comments. In some cases, the Agency sent requests to the applicant for additional test data. In most cases, this second group of petitions were either granted or denied, again after

public comment. In a few instances, the petition remained as “pending.”

In our current innovative environment, such an approach presents challenges for technologies, *e.g.*, automated driving systems for vehicles without manual driving controls, that affect a broad range of functions and that have not been developed sufficiently to incorporate them in vehicles in order to generate the real-world test data that has typically been required for granting petitions. The lack of real-world test data could result in lengthy delays and even non-approval.

To address this problem, NHTSA solicits public comment on alternative approaches to analyzing and resolving petitions for exemption from FMVSS in a timely and appropriate way, including but not limited to:

- After public comment, exercising our discretion to rely upon other forms of evidence in making the statutorily required findings quickly for petitions related to technology with significant lifesaving potential to allow for expedited approval for testing and development of a very limited number of vehicles⁹⁵ under well-defined, risk-managed conditions;
- Deny petitions if applicants are unable to respond adequately to NHTSA requests for further information within a specified time period;
- For vehicles that would be deployed only within very limited operating areas, go beyond seeking public comment by hosting public meetings or otherwise providing for targeted and transparent public engagement in the intended geographical operating area to allow for full and transparent public discussion of novel safety issues and concerns, emergency response considerations, or other issues of interest to state and local stakeholders regarding the exemption requested and relevant to NHTSA's review of the petition;
- Any other options to process petitions in a way that is timely, transparent and supportive of the safety goals of the FMVSS from which exemption is sought.

VII. Comment Period

Because of the novelty and complexity of the petition, the agency is providing a 60-day comment period. After considering public comments and other available information, NHTSA will publish a notice of final action on the petition in the **Federal Register**.

⁹⁵ *E.g.*, a number significantly less than the 2,500 vehicles per year authorized by 49 U.S.C. 30113.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information. We will reopen or extend the comment period for this petition, as needed.

Authority: 49 U.S.C. 30113 and 49 U.S.C. 30166; delegations of authority at 49 CFR 1.95 and 49 CFR 501.8.

Issued in Washington, DC under authority delegated pursuant to 49 CFR 1.95 and 49 CFR 501.8.

Heidi R. King,

Deputy Administrator.

[FR Doc. 2019–05119 Filed 3–18–19; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2018–0190]

Aviation Consumer Protection Advisory Committee Matters; Subcommittee on In-Flight Sexual Misconduct

AGENCY: Office of the Secretary (“OST”), Department of Transportation (“DOT”).

ACTION: Notice of rescheduled first meeting of the Aviation Consumer Protection Advisory Committee.

SUMMARY: The U.S. Department of Transportation has rescheduled the previously announced January 16, 2019, meeting of the Aviation Consumer Protection Advisory Committee (“ACPAC” or “Committee”). The new date for the first meeting of the reestablished ACPAC is April 4, 2019. The meeting will be held in the Media Center (located on the lobby level of the West Building) at the U.S. Department of Transportation Headquarters, 1200 New Jersey Ave. SE, Washington, DC 20590. Three topics will be discussed at that meeting—establishment of the National In-Flight Sexual Misconduct Task Force (“Task Force”) (including the tasks to be carried out by the Task Force); transparency of airline ancillary service fees; and involuntary changes to travel itineraries.

DATES: The first meeting of the reestablished ACPAC will be held on April 4, 2019, from 9:00 a.m. to 5:00 p.m. Eastern Time.

FOR FURTHER INFORMATION CONTACT: To register to attend the meeting, please contact Zeenat Iqbal, Senior Attorney, Office of Aviation Enforcement and Proceedings, by email at zeenat.iqbal@dot.gov, or by telephone at 202-366-9893. Attendance is open to the public up to the room's capacity of 100 attendees. Since space is limited and access to the DOT headquarters building is controlled for security purposes, any member of the public who plans to attend this meeting must notify the registration contact identified no later than Wednesday, March 27, 2019.

SUPPLEMENTARY INFORMATION:

Background

On November 23, 2018, the Department issued a **Federal Register** notice indicating that the Department had reconstituted the Aviation Consumer Protection Advisory Committee, formerly known as the Advisory Committee on Aviation Consumer Protection, as a federal advisory committee. The FAA Reauthorization Act of 2018 ("2018 FAA Act"), signed by President Trump on October 5, 2018, extended the authorization for the ACPAC from September 30, 2018, to September 30, 2023. The Department has appointed new members to the ACPAC, and established the Task Force as an ACPAC subcommittee. The Department had also announced that the first meeting of the reestablished ACPAC would take place on January 16, 2019. See 83 FR 59447. Due to a lapse in funding for the Department, that meeting was canceled.

The rescheduled first meeting of the reestablished ACPAC will be held on April 4, 2019, from 9:00 a.m. to 5:00 p.m. Eastern Time. Additionally, DOT will stream the event live on the internet and provide a link to the recorded webcast for future viewing at <https://www.transportation.gov/airconsumer/ACPAC>.

During the first meeting, there will be a discussion of three topics: (1) The duties of the Task Force members; (2) the transparency of airline ancillary service fees; and (3) and involuntary changes to itineraries. The Joint Explanatory Statement of the 2018 Consolidated Appropriations Act requests that the Department work in collaboration with industry, consumers and other stakeholders to establish guidelines on transparency of airline ancillary fees. In addition, the 2018 FAA Act mandates that the Department review and make recommendations with regard to air carriers' handling of involuntary changes to passengers' travel itineraries, and that the Department may consult with the

Committee for this purpose. Accordingly, the Committee will discuss these issues during the meeting.

Members of the public may present written comments at any time. The docket number referenced above (DOT-OST-2018-0190) has been established for committee documents including any written comments that may be filed. At the discretion of the Chairperson and time permitting, after completion of the planned agenda, individual members of the public may provide oral comments. Any oral comments presented must be limited to the objectives of the committee and will be limited to five (5) minutes per person. Individual members of the public who wish to present oral comments must notify the Department of Transportation contact noted above via email that they wish to attend and present oral comments no later than Wednesday, March 27, 2019.

Persons with a disability who plan to attend the meeting and require special accommodations, such as an interpreter for the hearing impaired, should notify the registration contact noted above no later than Wednesday, March 27, 2019.

Viewing Documents

You may view any documents mentioned in this notice as being available in the docket at <https://www.regulations.gov>. After entering the docket number (DOT-OST-2018-0190), click the link to "Open Docket Folder" and choose the document to review. If you do not have access to the internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays.

Issued in Washington, DC, on March 12, 2019.

Steven G. Bradbury,
General Counsel.

[FR Doc. 2019-04991 Filed 3-18-19; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Extension of Information Collection Request Submitted for Public Comment; Comment Request for Definitions of Contributions for Aid of Construction Under Section 118(c)

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the IRS is soliciting comments concerning definitions of contributions for aid of Construction Under Section 118(c).

DATES: Written comments should be received on or May 20, 2019 to be assured of consideration.

ADDRESSES: Direct all written comments to Laurie Brimmer, Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW, Washington, DC 20224. Requests for additional information or copies of the regulations should be directed to R. Joseph Durbala, at Internal Revenue Service, Room 6129, 1111 Constitution Avenue NW, Washington DC 20224, or through the internet, at RJoseph.Durbala@irs.gov.

SUPPLEMENTARY INFORMATION:

Title: Aid of Construction Under Section 118(c).

OMB Number: 1545-1639.

Regulation Project Number: TD 8936.

Abstract: This regulation provides guidance with respect to section 118(c), which provides that a contribution in aid of construction received by a regulated public water or sewage utility is treated as a contribution to the capital of the utility and excluded from gross income.

Current Actions: There is no change to the burden previously approved by OMB.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 300.

Estimated Time per Respondent: 1 hour.

Estimated Total Annual Burden Hours: 300.

The following paragraph applies to all the collections of information covered by this notice:

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 displays a valid OMB control number.

Books or records relating to a collection of information may be retained if their contents may become material in the administration of any internal revenue law. Generally, tax