with redundant flight control modules. It has the ability to check the validity of its data by reviewing—using built-in channel selection criteria—data received from redundant sensors. The redundant sensors include redundant GPS receiver antennas and redundant, space-grade inertial measurement units.

Also playing an instrumental role in the FAA's ability to grant a waiver is the fact that Orion is equipped with a number of mitigating features. First, Orion has a ''cold-restart'' capability and self-checking pair processors to maintain proper vehicle commanding after any unexpected power cycle, radiation upset, or other off-nominal event that would require an automatic restart of the module's computing system. Also, Orion's computing system has fail-silent functionality to prevent off-nominal corrupted or inadvertent vehicle commanding. Finally, Orion has two independent and redundant propulsion strings, which ensure that even if one fails the propulsion system will still perform the planned reentry.

C. Public Interest

The FAA looks to its enabling statute to determine how Congress has defined the public interest. The FAA, through AST, implements the agency's statutory mandate to encourage the development of commercial space capabilities and the continuous improvement of the safety of launch vehicles designed to carry passengers. 51 U.S.C. 50901(b).

ULA and Lockheed's petitions to waive the FAA's risk and reentry restrictions are consistent with the public interest because the test flight is necessary to the development of NASA's human-missions capability beyond Earth orbit.

D. National Security and Foreign Policy Interests

The FAA has not identified any national security or foreign policy implications associated with granting this waiver.

Summary and Conclusion

The FAA determines that the waivers associated with this mission will not jeopardize public health and safety or safety of property. In addition, the waivers are in the public interest because they accomplish the goals of Chapter 509 and do not unduly increase risk to the public. Finally, they will not jeopardize national security and foreign policy interests of the United States. The FAA therefore waives the requirements of 14 CFR 417.107(b)(1) and 431.35(b)(1)(i) for launch and mission risk, respectively, and of 14 CFR 431.43(e) for a commanded reentry.

Issued in Washington, DC, on February 28, 2014.

Kenneth Wong,

Licensing and Evaluation Division Manager.

[FR Doc. 2014–05136 Filed 3–7–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0312]

Agency Information Collection Activities; Revision of a Currently-Approved Information Collection Request: Training Certification for Drivers of Longer Combination Vehicles

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for approval and invites public comment. FMCSA requests approval to revise the ICR entitled ''*Training Certification for Drivers of Longer Combination Vehicles (LCVs),*'' due to a change in the estimated number of annual responses. This ICR relates to Agency requirements for driver certification to operate LCVs that motor carriers must satisfy before permitting their drivers to operate LCVs. Motor carriers, upon inquiry by authorized Federal, State or local officials, must produce an LCV driver-training certificate for each of their LCV drivers.

DATES: Please send your comments by April 9, 2014. OMB must receive your comments by this date in order to act on the ICR.

ADDRESSES: All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA–2013–0312. 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/Federal Motor Carrier Safety Administration, and sent via electronic mail to *oira_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.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Yager, Chief, Driver and Carrier Operations Division, Department of Transportation, Federal Motor Carrier Safety Administration, West Building 6th Floor, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 202–366–4325; email *tom.yager@dot.gov.* Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

SUPPLEMENTARY INFORMATION:

Title: Training Certification for Drivers of LCVs.

OMB Control Number: 2126–0026.

Type of Request: Revision of a currently-approved information collection.

Respondents: Drivers who complete LCV training each year, current LCV drivers who submit their LCV Driver-Training Certificate to prospective employers, and employers (motor carriers) that receive and maintain copies of their drivers' LCV Driver-Training Certificates.

Estimated Number of Respondents: 50,880, consisting of 940 newly certified LCV drivers plus 24,500 currently certified LCV drivers plus 25,440 motor carriers employing LCV drivers.

Estimated Time per Response: 10 minutes for preparation of LCV Driver-Training Certificates for drivers who successfully complete the LCV training, and 10 minutes for activities associated with the LCV Driver-Training Certificate during the hiring process.

Expiration Date: March 31, 2014.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 4,240 hours. The total number of drivers who will be subjected to these requirements each year is 25,440, consisting of 940 newly certified LCV drivers, and 24,500 currently certified LCV drivers obtaining new employment. The total annual information collection burden is approximately 4,240 hours, consisting of 157 hours for preparation of LCV Driver-Training Certificates [940 drivers successfully completing LCV driver training × 10 minutes ÷ 60 minutes/hour] and 4,083 hours for requirements related to the hiring of LCV drivers [24,500 LCV drivers obtaining new employment × 10 minutes ÷ 60 minutes/hour].

Background: An LCV is any combination of a truck-tractor and two or more semi-trailers or trailers that operates on the National System of Interstate and Defense Highways (according to 23 CFR 658.5) and has a gross vehicle weight greater than 80,000 pounds. To enhance the safety of LCV

operations on our nation's highways, Section 4007(b) of the Motor Carrier Act of 1991 directed the Secretary of Transportation to establish Federal minimum training requirements for drivers of LCVs [Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102–240, 105 Stat. 1914, 2152]. On March 30, 2004, after appropriate notice and solicitation of public comment, FMCSA established the current training requirements for operators of LCVs (69 FR 16722). The regulations bar motor carriers from permitting their drivers to operate an LCV if they have not been properly trained in accordance with the requirements of 49 CFR 380.113. Drivers receive an LCV Driver-Training Certificate upon successful completion of these training requirements. Motor carriers employing an LCV driver must verify the driver's qualifications to operate an LCV, and must maintain a copy of the LCV Driver-Training Certificate to present to authorized Federal, State or local officials upon request.

Comments from the Public: In response to the 60-day **Federal Register** notice published December 2, 2013, the FMCSA received one comment without a return address. The commenter was concerned that the LCV regulations (49 CFR 380.*101et seq.*) require drivers to submit their LCV Certificate directly to the Agency. There is no such requirement; drivers are only required to provide a copy of their LCV Certificate to their employer.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on: February 24, 2014.

G. Kelly Leone,

Associate Administrator, Office of Research and Information Technology and Chief Information Officer.

[FR Doc. 2014–05026 Filed 3–7–14; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0518]

Knowledge Testing of New Entrant Motor Carriers, Freight Forwarders and Brokers

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

ACTION: Notice of public listening sessions.

SUMMARY: FMCSA announces that it will hold two public listening sessions on March 28 and April 7, 2014, to solicit ideas and information concerning sections 32101 and 32916 of the Moving Ahead for Progress in the 21st Century Act. These provisions require the assessment of applicants' knowledge of regulations and industry practices for persons seeking registration authority as motor carriers [property, passenger, and household goods (HHG)], freight forwarders, and brokers. These listening sessions are the second and third in a series through which the Agency requests information from interested parties concerning potential test topics, the relationship between the knowledge testing requirement and the Agency's Unified Registration System (URS) program, and test development and delivery. The sessions will be held at the Mid America Trucking Show (MATS) in Louisville, KY, and the Commercial Vehicle Safety Alliance (CVSA) Workshop in Los Angeles, CA. The previous session was held on January 13, 2014, at the American Bus Association's (ABA) Marketplace conference in Nashville, TN. All comments will be transcribed and placed in the docket referenced above for FMCSA's consideration. The entire days' proceedings are open to the public and will be Webcast with an opportunity provided for on-line comments.

DATES: The listening sessions will be held on Friday, March 28 and Monday, April 7, 2014, from 10:00 to 11:30 a.m. and 1:00 to 3:30 p.m., local time. If all interested participants have had an opportunity to comment, the session may conclude early.

ADDRESSES: The listening sessions will be held at the following locations: Friday, March 28, Kentucky Exposition Center, Louisville, KY, Kentucky Exposition Center, 937 Phillips Lane, Louisville, KY 40209, 502–367–5000, in Room C103; and Monday, April 7, The Westin Bonaventure Hotel & Suites, 404 South Figueroa Street, Los Angeles, CA 90071, (213) 624–1000, in the Beaudry Room on the Lobby Level. In addition to attending the session in person, the Agency offers several ways to provide comments, as enumerated below.

Internet Address for Live Webcast

FMCSA will post specific information on how to participate via the Internet on the FMCSA Web site at *www.fmcsa.dot.gov* in advance of the listening session. You may submit comments bearing the Federal Docket Management System (FDMS) Docket ID FMCSA–2001–11061 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov.* Follow the on-line instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal Holidays.
- *Fax:* 1–202–493–2251.

Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received, without change, to *www.regulations.gov,* including any personal information included in a comment. Please see the *Privacy Act* heading below.

Docket: For access to the docket to read background documents or comments, go to *www.regulations.gov* at any time or visit Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. The online Federal document management system is available 24 hours each day, 365 days each year. If you would like acknowledgment that the Agency received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the Federal Docket Management System published in the **Federal Register** on December 29, 2010 (75 FR 82132).