

operate 27.2 miles of rail lines (the Leased Lines),¹ and (2) operate pursuant to a trackage rights agreement among DDDR, NS, and New Jersey Transit Corporation (NJT) over 80.7 miles of rail lines (the Trackage Lines), all in the State of New Jersey.

The Leased Lines run (i) between milepost WD 58.0 at Hackettstown and milepost WD 80.3 at Phillipsburg; (ii) between milepost 66.5 TG at Washington and milepost 67.6 TG at Washington; (iii) between milepost PQ 21.4 at Mountain View and milepost PQ 22.2 at Wayne; and (iv) between milepost TO 18.0 at Totowa and milepost 21.0 at Wayne.

The Trackage Lines run (i) between milepost 7.8 at Newark Broad Street and milepost 48.1 at Netcong; (ii) between milepost 48.1 at Netcong and milepost 58.0 at Hackettstown; (iii) between milepost 20.1 at Summit and milepost 25.7 at Berkeley Heights; and (iv) between milepost 9.0 at Newark Roseville Avenue and milepost 33.9 at Denville.

This transaction is related to a concurrently filed verified petition for exemption in *Kean Burenga & Chesapeake & Delaware, LLC—Continuance in Control Exemption—Dover & Delaware River Railroad, LLC*, Docket No. FD 36259, in which Kean Burenga and Chesapeake and Delaware, LLC seek the Board's approval to continue in control of DDDR upon DDDR's becoming a Class III rail carrier.

DDRR states that NS currently provides freight service on the Lines. DDDR further states that NS owns the Leased Lines, and NJT owns the Trackage Lines, over which NS holds a residual freight easement and trackage rights. DDDR represents that, upon consummation of the transaction, it will become the freight operator on the Lines.

DDRR certifies that its projected annual revenues from this transaction will not result in the creation of a Class I or Class II rail carrier and will not exceed \$5 million. As is required under 49 CFR 1150.33(h)(1), DDDR discloses in its verified notice that its lease agreement with NS for the Leased Lines contains an interchange commitment that will affect interchange with carriers other than NS on the Leased Lines. DDDR has provided additional information regarding the interchange commitment as required under 49 CFR 1150.33(h). DDDR represents that the trackage rights agreement among it, NS,

and NJT for the Trackage Lines does not contain an interchange commitment.

DDRR states that it will not commence operations on the Lines until the Board issues a decision on the concurrently filed verified petition for exemption in Docket No. FD 36259. The effective date of this lease and operation exemption will be held in abeyance pending review of the petition for exemption.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than seven days before the exemption becomes effective; a deadline for filing petitions for stay will be established in a future decision that establishes an effective date for this exemption.

An original and 10 copies of all pleadings, referring to Docket No. FD 36258, must be filed with the Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on DDDR's representative, Eric M. Hocky, Clark Hill PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

According to DDDR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting under 49 CFR 1105.8(b).

Board decisions and notices are available on our website at www.stb.gov.

Decided: December 14, 2018.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Kenyatta Clay,

Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Solicitation of Nominations for Appointment to the Drone Advisory Committee (DAC)

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Solicitation of nominations for appointment to the DAC.

SUMMARY: The FAA is issuing this notice to solicit nominations for qualified candidates to serve on the DAC. This notice seeks to fill vacancies on the DAC

and does not affect the status of current DAC members. The DAC is an advisory committee established under DOT's authority, in accordance with the provisions of the Federal Advisory Committee Act (FACA) as amended. The objective of the DAC is to provide independent advice and recommendations to the FAA and to respond to specific taskings received directly from the FAA. The advice, recommendations, and taskings relate to improving the efficiency and safety of integrating Unmanned Aircraft Systems (UAS) into the National Airspace System. In response to FAA requests, the DAC may provide the FAA with information that may be used for tactical and strategic planning purposes.

DATES: Nomination materials to submit (see below) must be received no later than 6:00 a.m. Eastern Time on January 9, 2019.

ADDRESSES: All nominations shall be emailed to Chris Harm, the FAA's UAS Stakeholder and Committee Liaison, at chris.harm@faa.gov (subject line "2019 DAC Nomination"). A return email confirmation will be sent upon receipt.

FOR FURTHER INFORMATION CONTACT: For questions about this process or general questions about the DAC, please visit https://www.faa.gov/uas/programs_partnerships/dac/ or contact Chris Harm at chris.harm@faa.gov or 202-267-5401.

SUPPLEMENTARY INFORMATION: Pursuant to the FACA (Pub. L. 92-463, 5 U.S.C., App. 2), notice is hereby given of the solicitation of nominations for appointment to the DAC.

Description of Duties: The DAC acts solely in an advisory capacity and does not exercise program management responsibilities. Decisions directly affecting implementation of transportation policy will remain with the FAA Administrator and the Secretary of Transportation. The DAC:

- Undertakes only tasks assigned by the FAA.

- Deliberates on and approves recommendations for assigned tasks in meetings that are open to the public.

- Responds to ad hoc informational requests from the FAA and/or provides input to the FAA on the overall DAC structure (including structure of the subcommittees and or task groups).

Members of the DAC will be engaged in the above-referenced activities.

Membership: The FAA will submit recommendations for membership to the Secretary of Transportation, who will appoint members to the DAC. The membership is fairly balanced in terms of points of view represented and the functions performed. All DAC members serve at the pleasure of the Secretary of

¹ Attached to its notice, DDDR included a Confidential Appendix containing an unexecuted copy of its lease with NS. On December 14, 2018, DDDR filed a supplement to its Confidential Appendix with an executed copy of the lease.

Transportation. Other membership criteria include:

- a. The DAC will have no more than 35 members.
- b. Members will serve for an appointment of up to two years.
- c. Members will serve without charge and without government compensation. The employing organization bears all costs related to its participation. Members must represent a particular interest of employment, education, experience, or affiliation with a specific aviation related organization.
- d. Members must attend all DAC meetings (estimated three meetings per year).

Qualifications: Candidates must be in good public standing and currently serve as a member of their organization's core senior leadership team with the ability to make UAS-related decisions. In rare circumstances, membership will be granted to uniquely qualified individuals who do not meet this latter requirement.

Materials to Submit: Candidates are required to submit, in full, the following materials to be considered for DAC membership. Failure to submit the required information may disqualify a candidate from the review process.

- a. A short biography of nominee, including professional and academic credentials.
- b. A résumé or curriculum vitae, which must include relevant job experience, qualifications, as well as contact information.
- c. Up to three letters of recommendation may be submitted, but are not required. Each letter may be no longer than one page.
- d. A one-page statement describing how the candidate will benefit the DAC, taking into account current membership and the candidate's unique perspective that will advance the conversation. This statement must also identify a primary and secondary interest to which the candidate's expertise best aligns. The stakeholder groups represented on the DAC include the following:
 - i. Airports and Airport Communities
 - ii. Labor (controllers, pilots)
 - iii. Local Government
 - iv. Navigation, Communication, Surveillance, and Air Traffic Management Capability Providers
 - v. Research, Development, and Academia
 - vi. Traditional Manned Aviation Operators
 - vii. UAS Hardware Component Manufacturers
 - viii. UAS Manufacturers
 - ix. UAS Operators
 - x. UAS Software Application Manufacturers

xi. Other

Finally, candidates should state their previous experience on a Federal Advisory Committee and/or Aviation Rulemaking Committee (if any), their level of knowledge in their above stakeholder groups, and the size of their constituency they represent or are able to reach.

Evaluations will be based on the materials submitted by the prospective candidates and will include consideration for membership balancing to ensure each of the above stakeholder groups has adequate representation.

Issued in Washington, DC on December 14, 2018.

Christopher W. Harm,

UAS Stakeholder and Committee Liaison, AUS-10, UAS Integration Office, FAA.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Air Carrier Contract Maintenance Requirements

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 information collection requires air carriers to report monthly to the FAA, all maintenance providers with whom they have contracted with to perform maintenance on their aircraft. This is necessary to ensure that maintenance provider data is current, and in a format readily accessible to the FAA. This will enable the FAA to adequately target its inspection resources for surveillance, and make accurate risk assessments.

DATES: Written comments should be submitted by February 19, 2019.

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

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

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0766.

Title: Air Carrier Contract Maintenance Requirements.

Form Numbers: There are no forms associated with this collection.

Type of Review: This is a renewal of an information collection.

Background: Air carrier maintenance has evolved from mostly an "in-house" operation to an extended network of maintenance providers that fulfill contracts with air carriers to perform their aircraft maintenance. Any person performing maintenance for an air carrier must follow the air carrier's maintenance manual.

The FAA has found that, although an air carrier is required to list its maintenance providers and a general description of the work to be done in its maintenance manual, these lists are not always kept up to date, are not always complete, and are not always in a format that is readily useful for FAA oversight and analysis purposes. Without accurate and complete information on the work being performed for air carriers, the FAA cannot adequately target its inspection resources for surveillance and make accurate risk assessments.

This collection of information supports regulatory requirements necessary under 14 CFR part 121 and part 135 to ensure safety of flight by requiring air carriers to provide a list to the FAA of all persons with whom they contract their maintenance. The list must be updated with any changes, including additions or deletions, and the updated list provided to the FAA in a format acceptable to the FAA by the last day of each calendar month. The FAA uses its oversight tool, the Safety Assurance System (SAS), to generate and electronically provide a standardized template to air carriers. Air carriers document maintenance provider changes on this template and return it via email to their Flight Standards District Office or Certificate management Office.

This collection also supports the FAA's strategic goal to provide to the