

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jake Troutman, (202) 683-7788, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on November 8, 2019.

Forest Rawls,

Acting Deputy Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2019-0823.

Petitioner: Moog, Inc.

Sections of 14 CFR Affected: §§ 107.3 & 61.3(a)(1)(i).

Description of Relief Sought: The proposed exemption, if granted, would allow the petitioner relief so the pilot in command of their MACH 2p2 unmanned aircraft system, that weighs more than 55 pounds, can hold a part 107 remote pilot certificate, rather than an airline transport, commercial, private, recreational, or sport pilot certificate. The proposed operation is for research and development, during daylight hours, within visual line of sight, below 400 feet above ground level, and within Class G airspace.

[FR Doc. 2019-24988 Filed 11-15-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. FAA-2019-69]

Petition for Exemption; Summary of Petition Received; Ameristar Air Cargo, Inc.

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

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before December 9, 2019.

ADDRESSES: Send comments identified by docket number FAA-2019-0797 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for

accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Wendy Johnson (202) 267-8624, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

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

Brandon Roberts,

Acting Executive Director, Office of Rulemaking.

PETITION FOR EXEMPTION

Docket No.: FAA-2019-0797.

Petitioner: Ameristar Air Cargo, Inc.

Section(s) of 14 CFR Affected:

§ 121.407(a)(1)(ii).

Description of Relief Sought:

Petitioner requests an exemption to be able to utilize a DC-9-80 series simulator for its FAA approved flight training and checking program to qualify a pilot on a DC-9-10 series aircraft, which is not currently under the existing rule.

[FR Doc. 2019-24925 Filed 11-15-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2019-0035]

Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for extension of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for renewal of an existing information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 17, 2020.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 2020-0035 by any of the following methods:

Website: For access to the docket to read background documents or comments received, go to the Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Daniel Jenkins, 202–366–1067, daniel.jenkins@dot.gov, National Travel Behavior Data Program Manager, Federal Highway Administration, Office of Policy, 1200 New Jersey Avenue SE, Room E83–414, Washington, DC 20590, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Next Generation National Household Travel Survey (Next Gen NHTS).

Type of Request: New request for periodic information collection requirement.

Background: Title 23, United States Code, Section 502 authorizes the USDOT to carry out advanced research and transportation research to measure the performance of the surface transportation systems in the US, including the efficiency, energy use, air quality, congestion, and safety of the highway and intermodal transportation systems. The USDOT is charged with the overall responsibility to obtain current information on national patterns of travel, which establishes a data base to better understand travel behavior, evaluate the use of transportation facilities, and gauge the impact of the USDOT's policies and programs.

The NHTS is the USDOT's authoritative nationally representative data source for daily passenger travel. This inventory of travel behavior reflects travel mode (e.g., private vehicles, public transportation, walk and bike) and trip purpose (e.g., travel to work, school, recreation, personal/family trips) by U.S. household residents. Survey results are used by federal and state agencies to monitor the performance and adequacy of current facilities and infrastructure, and to plan for future needs.

The collection and analysis of national transportation data has been of

critical importance for half a century. Previous surveys were conducted in 1969, 1977, 1983, 1990, 1995, 2001, 2009, and 2017. The current survey will be the ninth in this series, and allow researchers, planners, and officials at the state and federal levels to monitor travel trends.

Data from the NHTS are widely used to support research needs within the USDOT, and State and local agencies, in addition to responding to queries from Congress, the research community and the media on important issues. Current and recent topics of interest include:

- Travel to work patterns by transportation mode for infrastructure improvements and congestion reduction,
- Access to public transit, paratransit, and rail services by various demographic groups,
- Measures of travel by mode to establish exposure rates for risk analyses,
- Support for Federal, State, and local planning activities and policy evaluation,
- Active transportation by walk and bike to establish the relationship to public health issues,
- Vehicle usage for energy consumption analysis,
- Traffic behavior of specific demographic groups such as Millennials and the aging population.

Within the USDOT, the Federal Highway Administration (FHWA) holds responsibility for technical and funding coordination. The National Highway Traffic Safety Administration (NHTSA), Federal Transit Administration (FTA), and the Bureau of Transportation Statistics (BTS) are also primary data users, and have historically participated in project planning and financial support.

Proposed Data Acquisition Methodology

NHTS data are collected from a probability-based sample comprised of a representative mixture of households with respect to various geodemographic characteristics. For this purpose, a previously recruited national panel will serve as the sampling frame. Email invitations which will include a link to an online household survey will be sent to selected panel members requesting some basic demographic and contact information inviting them to participate in the survey. The invitation email will mention the purpose of the study, underline the voluntary nature of survey participation, provide some information about incentives, and contain the link that will take respondents directly into the survey. KnowledgePanel members

can also access the online survey by logging into their specific KnowledgePanel home page, where they will find a hyperlink to surveys for which they have been selected.

Email reminders will be sent periodically to households who do not respond within the expected timeframe. Monetary incentives will be provided for all households that complete the survey. As the burden is higher for those in households with more people they will receive a larger incentive amount. Households with 3 or fewer eligible members (i.e., 5 years of age or older) will receive \$5 when all householders complete the travel survey. Households with 4 or more eligible members will receive \$10 for when all householders complete the travel survey.

The household will be considered completed when 75% or more of household members complete a trip diary with 25% or fewer item nonresponse. We will emphasize direct reporting procedures in the instructions, but allow for proxy reporting as a second-best option.

The survey will collect data during an entire 12 month period so that all 365 days of the year including weekends and holidays are accounted for. To maximize the accuracy of the recall information and to provide coverage for every day of the year, all retrieval surveys will collect information about the travel during previous 24 hours. A total of 7,500 households will comprise the national sample for the 2020 data collection. As described below, changes in the establishment of the sampling frame, the promotion of participation, and in data retrieval techniques are planned, as compared to previous surveys, to improve statistical precision, enhance response rates, and increase survey efficiency.

Issues Related to Sampling. In previous years, the household sample was identified using random digit dialing (RDD) techniques. Today, only 54 percent¹ have a landline telephone in the home (down from 75% during the 2009 NHTS) while nearly 88 percent of US households have access to the internet²—although estimate of internet access are subject to various measurement challenges due to the many different ways household members can gain access to the web. This survey will leverage this shift in technology, in particular the move away

¹ Blumberg, S.J., and Luke, J.V. (2018). *Wireless substitution: Early release of estimates from the National Health Interview Survey, July–December 2017*. National Center for Health Statistics. Available from <http://www.cdc.gov/nchs/nhis.htm>.

² Source: Internet World Stats, 2017. <https://www.internetworldstats.com/stats14.htm#north>.

from home telephone usage, to structure a research design that uses web data collection methods.

In 2020, the NHTS is moving to an online probability-based sample approach. The sample will be drawn from a panel which is representative of the national population. This approach allows for a better response rate, making the NHTS data representative of the nation's travel behavior, while lowering the burden on responding households. This is a change from the national address-based sample (ABS), and the telephone-based random digit dialing (RDD) sample design used in recent NHTS efforts, while also incorporating core data elements that have been part of the NHTS since 1969.

The panel is constructed by drawing from the USPS Delivery Sequence File (DSF), which include all points of delivery in the US. The needed address samples are obtained from Marketing Systems Group (MSG) that provides the ability to match various auxiliary variables to the DSF prior to sample selection. By geocoding the entire sampling frame, MSG can append block-, block group-, and tract-level characteristics from the Decennial Census and the American Community Survey (ACS) to each delivery point.

Sample Size. In total, completed surveys will be secured for a nationally representative sample of 7,500 households for the national sample. Accounting for the various nonresponse and incompleteness rates, however, we anticipate needing a starting sample of about 29,000 households to secure the desired number of completed surveys.

Stratification. The sample for this survey will be designed to ensure broad coverage of the 50 states to produce the most efficient estimates at the national level, as well as those needed for urban and rural areas. Assuming equal costs and population variances across all areas, the most efficient design is one in which the total sample is allocated in proportion to the size of the civilian, noninstitutionalized population in each area. In contrast, the most efficient design for area-level estimates is one in which equal sample sizes are allocated to each area. While different sample allocation options for the national sample are being considered in order to arrive at a final allocation for the NHTS national sample, unless required, otherwise throughout this document it will be assumed that the national sample of 7,500 households will be selected based on a proportional allocation without any geographic oversampling.

Given the availability of a rich reservoir of profile data for all panel

members, with the panel approach identifying targeted areas (e.g., urban/rural) that correspond to those for which efficient estimates are needed will be rather straightforward. Moreover, with this approach ambiguities related to addresses that are P.O. boxes or those remaining as simplified (void of delivery details) will be rendered moot.

It should be noted that regardless of the sample allocation plan that will be finalized for the 2020 survey, assignments for recording travel data by sampled households will be equally distributed across all days to ensure an approximately balanced day of week distribution. To this end, the sample will be released periodically through a process that will control the balance of travel days by month.

Data Collection Methods

The questionnaire for this survey will be designed to be relevant, aesthetically pleasing, and elicit participation by including topics of importance to the respondents.

Information Proposed for Collection

Recruitment and retrieval. The survey will begin with emailing the sampled households an invitation to the study. The primary household respondent will complete a short household roster to collect key household information (e.g., enumeration of household members. Once the household roster is complete, the respondent will proceed to a travel diary pre-populated for each eligible member of the household.

Household travel diary. All travel information about a specific day from every household member 5 years of age and older will be collected using the online travel diary.

Once the household roster is completed, the primary household respondent will complete his or her diary and will serve as a proxy responder for all children 5–15 years old in the household. Household members 16 and older will be invited to complete their own online diaries. If they fail to do so in a reasonable amount of time after multiple reminders, the primary household member may be re-contacted to serve as a proxy for non-responding teens and adults in the household.

The household travel diary will be based upon a single database that allows for sophisticated branching and skip patterns to enhance data retrieval by asking only those questions that are necessary and appropriate for the individual participant. Look-up tables are included to assist with information such as vehicle makes and models. The Google map API will be used to assist

in identifying specific place names and locations. The location data for the participant's home, workplace, or school are stored and automatically inserted in the dataset for trips after the first report. Household rostering is a list of all persons in the household that allows a trip to be reported from one household member and can include another household member who travel together to be inserted into the record for the second person. This automatic insert of information reduces the burden of the second respondent to be queried about a trip already reported by the initial respondent.

Data range, consistency and edit checks will be automatically programmed to reduce reporting error, survey length, and maintain the flow of information processing. Data cross checks also help reduce the burden by ensuring that the reporting is consistent within each trip.

Estimated Burden Hours for Information Collection

Frequency: This collection will be conducted every 2–4 years in the future.

Respondents. As mentioned earlier, a nationally representative random sample of 7,500 households across the 50 states and the District of Columbia will be included in this survey. Given that household will include an average of 2.5 members 5-years of age or older, travel data for a total of 18,750 individual respondents will be collected for the main survey.

Estimated Average Burden per Response. It will take approximately 5 minutes to complete the roster data form, and 15 minutes to complete the retrieval survey. This results in a total of 20 minutes for the first household member and 15 minutes per additional household member.

Estimated Total Annual Burden Hours. It is estimated that a total of 18,750 persons will be included in the survey. This would result in approximately 5,312.5 hours of support for this data collection effort, assuming an average of 17 minutes per person across the roster survey and retrieval survey.

Public Comments Invited

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the USDOT's performance, including whether the information will have practical utility; (2) the data acquisition methods; (3) the accuracy of the USDOT's estimate of the burden of the proposed information collection; (4) the types of data being acquired; (5) ways to

enhance the quality, usefulness, and clarity of the collected information; and (6) 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.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: November 13, 2019.

Michael Howell,

Information Collection Officer, Federal Highway Administration.

[FR Doc. 2019-24891 Filed 11-15-19; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

[Docket No. TTB-2019-0001]

Proposed Information Collections; Comment Request (No. 76)

AGENCY: Alcohol and Tobacco Tax and Trade Bureau (TTB); Treasury.

ACTION: Notice and request for comments.

SUMMARY: As part of our continuing effort to reduce paperwork and respondent burden, and as required by the Paperwork Reduction Act of 1995, we invite comments on the proposed or continuing information collections listed below in this notice.

DATES: We must receive your written comments on or before January 17, 2020.

ADDRESSES: As described below, you may send comments on the information collections described in this document using the "Regulations.gov" online comment form for this document, or you may send written comments via U.S. mail or hand delivery. We no longer accept public comments via email or fax.

- **Internet:** To submit comments online, use the comment form for this document posted within Docket No. TTB-2019-0001 on the "Regulations.gov" e-rulemaking website at <https://www.regulations.gov>;

- **U.S. Mail:** Send comments to the Paperwork Reduction Act Officer, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005.

- **Hand Delivery/Courier:** Delivery comments to the Paper Reduction Act Officer, Regulations and Rulings

Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Suite 400, Washington, DC 20005.

Please submit separate comments for each specific information collection described in this document. You must reference the information collection's title, form or recordkeeping requirement number, and OMB control number (if any) in your comment.

You may view copies of this document, the information collections described in it and any associated instructions, and all comments received in response to this document within Docket No. TTB-2019-0001 at <https://www.regulations.gov>. A link to that docket is posted on the TTB website at <https://www.ttb.gov/forms/comment-on-form.shtml>. You may also obtain paper copies of this document, the information collections described in it and any associated instructions, and any comments received in response to this document by contacting Michael Hoover at the addresses or telephone number shown below.

FOR FURTHER INFORMATION CONTACT: Michael Hoover, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005; 202-453-1039, ext. 135; or informationcollections@ttb.gov (please do not submit comments to this email address).

SUPPLEMENTARY INFORMATION:

Request for Comments

The Department of the Treasury and its Alcohol and Tobacco Tax and Trade Bureau (TTB), as part of their continuing effort to reduce paperwork and respondent burden, invite the general public and other Federal agencies to comment on the proposed or continuing information collections described below in this notice, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Comments submitted in response to this notice will be included or summarized in our request for Office of Management and Budget (OMB) approval of the relevant information collection. All comments are part of the public record and subject to disclosure. Please do not include any confidential or inappropriate material in your comments.

We invite comments on: (a) Whether an information collection is necessary for the proper performance of the agency's functions, including whether the information has practical utility; (b) the accuracy of the agency's estimate of the information collection's burden; (c) ways to enhance the quality, utility, and

clarity of the information collected; (d) ways to minimize the information collection's burden on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide the requested information.

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 has a valid OMB control number.

Information Collections Open for Comment

Currently, we are seeking comments on the following forms, letterhead applications or notices, recordkeeping requirements, questionnaires, or surveys:

OMB Control No. 1513-0016

Title: Drawback on Wines Exported.

TTB Form Number: TTB F 5120.24.

Abstract: The Internal Revenue Code of 1986, as amended, (IRC) at 26 U.S.C. 5062(b), provides, in general, that exporters of taxpaid domestic wine may claim "drawback" (refund) of the Federal excise tax paid or determined on the exported wine. Under the TTB regulations, exporters use form TTB F 5120.24 to document the wine's exportation and to submit drawback claims for the exported wine. TTB uses the provided information to determine if the exported wine is eligible for drawback and to verify the amount of drawback claimed by the exporter. This information is necessary to protect the revenue.

Current Actions: There are no changes to this information collection or its estimated burden, and TTB is submitting it for extension purposes only.

Type of Review: Extension of a currently approved collection.

Affected Public: Businesses or other for-profits.

Estimated Annual Burden

- *Number of Respondents:* 40.
- *Average Responses per Respondent:* 4.
- *Number of Responses:* 160.
- *Average per-response Burden:* 67 minutes.
- *Total Burden:* 179 hours.

OMB Control No. 1513-0031

Title: Specific and Continuing Transportation Bonds—Distilled Spirits or Wines Withdrawn for Transportation to Manufacturing Bonded Warehouse, Class Six.