

## I. Background

ARAC was established on January 22, 1991, under the Federal Advisory Committee Act (FACA) and pursuant to title 5 of the United States Code (5 U.S.C. Ch.10.), as a discretionary committee. The purpose of ARAC is to provide information, advice, and recommendations to the Secretary of Transportation, through the FAA Administrator, concerning rulemaking activities, such as aircraft operations, airman and air agency certification, airworthiness standards and certification, airports, maintenance, noise, and training.

## II. Agenda

At the meeting, the agenda will cover the following topics:

- Welcome and Introductions
- Federal Advisory Committee Act (FACA) Statement
- Ratification of Minutes
- Status Updates and Recommendation Reports
  - Airman Certification System Working Group
  - Transport Airplane and Engine (TAE) Subcommittee
  - Flight Test Harmonization Working Group
  - Ice Crystals Icing Working Group
  - Engine and Powerplant Interface Working Group
- Any Other Business
- FAA Update on Regulatory Activities
- Adjourn

Detailed agenda information will be posted on the FAA Committee website address listed in the **ADDRESSES** section at least one week in advance of the meeting.

## III. Public Participation

The meeting will be open to the public for virtual or in-person attendance on a first-come, first-served basis, as there is limited space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section and provide the following information: full legal name, country of citizenship, and name of your industry association or applicable affiliation. Please indicate if you plan to observe the meeting in person or virtually. The FAA will email registrants the meeting access information in a timely manner prior to the start of the meeting.

The DOT is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the

**FOR FURTHER INFORMATION CONTACT** section of this notice no later than one week prior to the meeting.

The FAA is not accepting oral presentations at the meeting due to time constraints. Members of the public may present written statements to ARAC by providing a copy to the Designated Federal Officer via the email listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice no later than one week before the meeting. Advance submissions that become part of the committee deliberations will become part of the official record of the meeting.

Issued in Washington, DC, on November 18, 2024.

**Brandon Roberts,**

*Executive Director, Office of Rulemaking.*

[FR Doc. 2024-27267 Filed 11-20-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2024-0238]

#### Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Coffeyville Resources Crude Transportation, USDOT#1236378

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation.

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) requests public comment on an application from Coffeyville Resources Crude Transportation, USDOT No. 1236378, (Coffeyville) for an exemption from the requirement that lighting devices be steady burning. The exemption would allow the company to operate commercial motor vehicles (CMVs) equipped with a module manufactured by Intellistop, Inc. (Intellistop) which pulses the rear clearance, identification, and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied. FMCSA requests public comment on the applicant's request for exemption.

**DATES:** Comments must be received on or before December 23, 2024.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA-2024-0238 by any of the following methods:

- *Federal eRulemaking Portal:* [www.regulations.gov](http://www.regulations.gov). Follow the online instructions for submitting comments. See the Public Participation and Request for Comments section below for further information.

- *Mail:* Dockets Operations, 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, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.

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

Each submission must include the Agency name and the docket number (FMCSA-2024-0238) for this notice. Note that DOT posts all comments received without change to [www.regulations.gov](http://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](http://www.regulations.gov) at any time or visit 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. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

*Privacy Act:* In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice DOT/ALL-14 FDMS, which can be reviewed at <https://www.transportation.gov/privacy>. The comments are posted without edit and are searchable by the name of the submitter.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Sutula, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, at (202) 366-9209, or by email at [MCPSV@dot.gov](mailto:MCPSV@dot.gov).

If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366-9826.

#### SUPPLEMENTARY INFORMATION:

### I. Public Participation and Request for Comments

#### A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2024-0238),

indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if it has questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2024-0238/document>, click on this notice, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

### *B. Confidential Business Information (CBI)*

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at [brian.g.dahlin@dot.gov](mailto:brian.g.dahlin@dot.gov). At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

### *C. Viewing Comments and Documents*

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2024-0238/document> and choose the document to review. To view comments, click this notice, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Docket Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590–0001, between 9 a.m. and 5 p.m., ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

## **II. Legal Basis**

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant’s safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305(a)). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

## **III. Coffeyville’s Request**

Coffeyville seeks an exemption from the requirement in 49 CFR 393.25(e) that all exterior lamps (both required lamps and any additional lamps) be steady burning, except for turn signal lamps, hazard warning signal lamps, school bus warning lamps, amber warning lamps or flashing warning lamps on tow trucks and CMVs transporting oversized loads, and warning lamps on emergency and

service vehicles authorized by State or local authorities.

Coffeyville asserts that using the Intellistop module, which pulses the rear clearance, identification, and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied rather than providing steady burning lamps during the first 2 seconds, would enhance rear signal systems. Coffeyville submits that pulsing the rear brake lamps of a CMV may significantly increase visibility and reduce the frequency of rear-end crashes, and thus would maintain a level of safety that is equivalent to, or greater than, the level that the CMV would achieve without the requested exemption.

On October 7, 2022, FMCSA denied Intellistop’s application for an industry-wide exemption to allow all motor carriers to operate CMVs equipped with Intellistop’s module. (87 FR 61133.) FMCSA noted that the decision did not preclude individual motor carriers from seeking an exemption from 49 CFR 393.25(e) to purchase, install, and use Intellistop’s device subject to terms and conditions to allow sufficient monitoring of the use of the device. Therefore, consistent with the October 7, 2022, decision, the Agency seeks public comment on Coffeyville’s carrier-specific exemption application.

A copy of Coffeyville’s application is included in the docket referenced at the beginning of this notice.

## **IV. Request for Comments**

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on Coffeyville’s application for a five-year exemption from 49 CFR 393.25(e) to allow the company to operate CMVs equipped with Intellistop’s module which pulses the rear clearance, identification and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied.

All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and may be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested

persons should continue to examine the public docket for new material.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2024-27269 Filed 11-20-24; 8:45 am]

BILLING CODE 4910-EX-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2024-0091]

**Agency Information Collection Activities; Approval of a New Information Collection Request: Quantitative Data on Commercial Motor Vehicle Drivers Safety Belt Usage**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (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 review and approval. This notice announces that FMCSA intends to use quantitative data collection techniques through a self-administered online survey to understand commercial motor vehicle (CMV) drivers’ perceptions and behaviors regarding safety belt usage and road safety. Four comments were received from the public in response to the 60-day **Federal Register** notice.

**DATES:** Comments on this notice must be received on or before December 23, 2024.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be submitted within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this information collection by selecting “Currently under 30-day Review—Open

for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Brian Ronk, Marketing Specialist, Office of Outreach and Education, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-1072; [Brian.Ronk@dot.gov](mailto:Brian.Ronk@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Online Survey on Safety Belt Usage of Commercial Motor Vehicle Drivers.

*OMB Control Number:* 2126-00XX.

*Type of Request:* New ICR.

*Respondents:* Commercial motor vehicle drivers residing in the United States.

*Estimated Number of Respondents:* 1,060.

*Estimated Time per Response:* 10 minutes.

*Expiration Date:* This is a new ICR.

*Frequency of Response:* Other—The survey will be conducted over a three-to-four-week period.

**ESTIMATED TOTAL ANNUAL BURDEN**

Category of respondent	Number of respondents	Participation time (minutes)	Burden (hours)
Pre-testing survey instrument .....	10	10	1.66
Piloting the survey .....	50	10	8.33
Self-administered survey .....	1,000	10	166.66
<b>Totals .....</b>	<b>1,060</b>	<b>10</b>	<b>176.65</b>

**Background**

Existing data on the usage of safety belts and perceptions related to road safety do not capture the diversity of different types of CMV drivers in a post-coronavirus disease 2019 pandemic landscape. Understanding safety belt usage and perceptions of road safety among CMV drivers will assist FMCSA in gauging emerging trends among this cohort and will inform future messaging and communication efforts targeting CMV drivers.

Eligible participants are self-identified CMV drivers residing in the United States with internet access. The collection is an online voluntary survey, with a low burden for respondents and a low cost for the Federal Government. The collection is non-controversial and does not raise issues of concern to other Federal agencies. The results are not intended to be disseminated to the public, and the information gathered will not be used for the purpose of substantially informing influential policy decisions. The collection is targeted to the solicitation of opinions

from respondents who have experience with the program or may have experience with the program in the future. Personally identifiable information (PII) is not being collected. There are no gifts or payment incentives (e.g., money or reimbursement of expenses, a token of appreciation) being provided to participants.

The following public comments were received in response to the 60-day **Federal Register** notice, which was published on June 13, 2024 (89 FR 50402):

FMCSA received four public comments in response to the 60-day notice regarding the proposed survey on safety belt usage by commercial motor vehicle drivers. Three comments provided personal perspectives on safety belt use and broader reflections on safety belt mandates. One comment questioned the need and cost of the survey and whether a Federal law on safety belt usage is intended because of the survey’s proposed data collection.

In reply to this comment, the data collected in the proposed survey will

help FMCSA identify attitudes and behaviors related to safety belt usage among commercial motor vehicle drivers. The data gained from this undertaking will inform targeted communication strategies directed at commercial motor vehicle drivers related to safety belt use compliance. FMCSA develops and enforces regulations to ensure safety on the nation’s highways but does not have the authority to create Federal laws. The proposed study’s overall cost is less than thirty-six thousand dollars.

*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 performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for 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.