

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Solicitation of Nominations for Appointment to the Youth Access to American Jobs in Aviation Task Force**

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

ACTION: Solicitation of Nominations for Appointment to the Youth Access to American Jobs in Aviation Task Force (the Task Force).

SUMMARY: The FAA is issuing this notice to solicit nominations for qualified candidates to serve on the Youth Access to American Jobs in Aviation Task Force (Task Force). Section 602, Youth Access to American Jobs in Aviation Task Force, of FAA Reauthorization Act of 2018, requires the FAA Administrator to establish a Task Force. The objective of the Task Force is to provide independent advice and recommendations to the FAA. The advice and strategies relate to developing recommended initiatives to the FAA to encourage high school students towards an aviation career. In response to FAA requests, the Task Force may provide the FAA with information that may be used for tactical and strategic planning purposes.

DATES: Nomination package materials (see below) must be received no later than October 30, 2019 to be considered for the initial committee appointment. Nomination packages received after that date will be retained for consideration to fill future committee vacancies.

ADDRESSES: All nominations shall be emailed to Angela Anderson, Designated Federal Officer, at s602youthtaskforce@faa.gov (subject line "2019 Youth in Aviation Task Force Nomination"). A return email confirmation will be sent upon receipt.

FOR FURTHER INFORMATION CONTACT: For questions about this process or general questions about the Task Force, please contact Angela Anderson at s602youthtaskforce@faa.gov.

SUPPLEMENTARY INFORMATION:

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

Not later than 12 months after its establishment, the Task Force shall develop and submit to the FAA Administrator recommendations and strategies to:

a. Facilitate and encourage high school students in the United States, beginning in their junior year, to enroll in and complete career and technical education courses, including science, technology, engineering, and mathematics (STEM), that would prepare them to enroll in a course of study related to an aviation career at an institution of higher education, including a community college or trade school;

b. Facilitate and encourage the students described above to enroll in a course of study related to an aviation career, including aviation manufacturing, engineering, and maintenance, at an institution of higher education, including a community college or trade school; and

c. Identify and develop pathways for students who complete a course of study described above to secure registered apprenticeships, workforce development programs, or careers in the aviation industry of the United States.

Not later than 30 days after submission of the recommendations and strategies to the Administrator, the Task Force shall submit to the appropriate committees of Congress a report outlining such recommendations and strategies.

Considerations. When developing these recommendations and strategies, the Task Force shall:

a. Identify industry trends that encourage or discourage youth in the United States from pursuing careers in aviation;

b. Consider how the FAA; air carriers; aircraft, powerplant, and avionics manufacturers; aircraft repair stations; and other aviation stakeholders can coordinate efforts to support youth in pursuing careers in aviation;

c. Identify methods of enhancing aviation apprenticeships, job skills training, mentorship, education, and outreach programs that are exclusive to youth in the United States; and

d. Identify potential sources of government and private sector funding, including grants and scholarships, that may be used to carry out the recommendations and strategies described above and to support youth in pursuing careers in aviation.

Membership: The membership will be fairly balanced in terms of points of view represented and the functions performed. The stakeholder groups to be represented on the Task Force will include:

a. Air carriers.

b. Aircraft, powerplant, and avionics manufacturers.

c. Aircraft repair stations.

d. Local educational agencies or high schools.

e. Institutions of higher education, including community colleges and aviation trade schools.

f. Such other aviation and educational stakeholders and experts as the FAA Administrator considers appropriate.

All Task Force members serve at the pleasure of the Secretary of Transportation. Other membership criteria include:

a. Members shall be appointed for the duration of the existence of the Task Force.

b. Members will serve without government compensation or reimbursement.

c. Representative members must represent a particular interest in employment, education, experience, or affiliation with a specific aviation-related organization.

d. Members must attend at least three-quarters of all Task Force meetings (estimated two meetings annually).

Qualifications: Representative members must be in good public standing. Preference will be given to candidates who currently serve as members of their organization's core senior leadership team, but membership may also be granted to uniquely qualified individuals who do not serve their organizations in this capacity.

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

a. A short biography of the nominee, including professional and academic credentials.

b. A résumé or curriculum vitae, which must include relevant job experience, qualifications, and 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 Task Force, taking into account the candidate's unique perspective that will advance the conversation. This statement must also identify the primary and secondary stakeholder groups to which the candidate's expertise best aligns. Finally, candidates should state their previous experience on a Federal Advisory Committee (if any), their level of knowledge in the above stakeholder groups, and the size of the 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 September 30, 2019.

Angela Anderson,

Senior Advisor, Office of the Assistant Administrator for Human Resource Management, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2019-0128]

Washington Meal and Rest Break Rules for Commercial Motor Vehicle Drivers; Petition for Determination of Preemption

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

ACTION: Notice of petition for determination of preemption; request for comments.

SUMMARY: FMCSA requests comments on a petition submitted by the Washington Trucking Associations, Inc. (WTA) requesting a determination that the State of Washington's Meal and Rest Break Rules (MRB rules), as applied to drivers of commercial motor vehicles (CMVs) subject to FMCSA's hours of service (HOS) regulations, are preempted by Federal law. FMCSA requests comments in response to this petition.

DATES: Comments must be received on or before November 8, 2019.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA-2019-0128 by any of the following methods:

- *Federal eRulemaking Portal:* www.regulations.gov. See the *Public Participation and Request for Comments* section below for further information.
- *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, between 9 a.m. and 5 p.m. E.T., 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.

FOR FURTHER INFORMATION CONTACT:

Tracy M. White, Enforcement and Litigation Division; FMCSA Office of Chief Counsel; Telephone: (202) 493-0349; email: Tracy.White@dot.gov. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2019-0128), indicate the specific section of this document to which the comment applies, and provide a reason for suggestions or recommendations. You may submit your comments and materials 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 the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to www.regulations.gov and put the docket number, "FMCSA-2019-0128" in the "Keyword" box, and click "Search." When the new screen appears, click on the "Comment Now!" button and type your comment into the text box in the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope. FMCSA will consider all comments and material received during the comment period.

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 FDMS is available 24 hours each day, 365 days each year.

Privacy Act: DOT solicits comments from the public to better inform its preemption determinations. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.transportation.gov/privacy.

SUPPLEMENTARY INFORMATION:

Background

On December 21, 2018, FMCSA granted petitions filed by the American Trucking Associations, Inc. and the Specialized Carriers and Rigging Association, and determined that California's meal and rest break rules, as applied to property-carrying CMV drivers subject to FMCSA's HOS regulations, are preempted under 49 U.S.C. 31141. (Docket No. FMCSA-2018-0304; 83 FR 67470 (December 28, 2018)). On April 8, 2019, the WTA submitted a petition to FMCSA seeking a determination that Washington's MRB rules are also preempted under 49 U.S.C. 31141.

The WTA's petition states that Washington law requires employers to provide employees with a meal period of at least 30 minutes for every 5-hour work period and a 10-minute break for every 4-hour work period. See Petition at 2 (citing Wash. Admin. Code (WAC) 296-126-092). In addition, the petition states that while "employees may not waive their right to a rest period at all," employees may waive their right to a meal break. *Id.* (citations omitted). However, the WTA contends that "a missed [meal] break creates the presumption of a violation, with the burden on the employer to prove waiver as an affirmative defense." *Id.* (citations omitted). In its petition, the WTA explains that "Washington's rules contemplate a paid, on-duty 30-minute meal break when the employee is required by the employer to remain on duty on the premises." However, "even if the 30-minute break is paid pursuant to that provision," the WTA argues that employers remain obligated to "make every effort to provide employees with an uninterrupted meal period" and to "continue the meal period until the employee has received 30 minutes total of mealtime." *Id.* at 2-3.

In its petition, the WTA alleges that similar to California's requirements, the Washington MRB rules are "regulations on commercial motor vehicle safety