

abandon, and MMRR to discontinue service over, an approximately 3.81-mile rail line that runs between milepost CGCS 56.35 and milepost CGCS 60.16 on the South Horn Spur in Muskegon County, Mich. (the Line). CSXT is the owner of the Line, and MMRR is the lessee of the Line. The Line traverses U.S. Postal Service Zip Code 49441.

Applicants have certified that: (1) no local traffic has moved over the Line for at least two years; (2) as the Line is not a through line, no overhead traffic has moved over the Line and therefore no traffic needs to be rerouted; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7 and 1105.8 (notice of environmental and historic report), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the abandonment and discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,<sup>1</sup> the exemptions will be effective on August 10, 2022, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>2</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by

<sup>1</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>2</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemptions' effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemptions' effective date.

July 21, 2022.<sup>3</sup> Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by August 1, 2022.

All pleadings, referring to Docket Nos. AB 55 (Sub-No. 807X) and AB 364 (Sub-No. 17X), must be filed with the Surface Transportation Board via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on CSXT's representative, Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, and MMRR's representative, Eric M. Hocky, Clark Hill PLC, 2001 Market Street, Suite 2610, Philadelphia, PA 19103.

If the verified notice contains false or misleading information, the exemptions are void ab initio.

Applicants have filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by July 15, 2022. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0294.

Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the abandonment authority granted and fully abandoned the Line. If consummation has not been effected by CSXT's filing of a notice of consummation by July 11, 2023, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: July 6, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

**Kenyatta Clay,**  
*Clearance Clerk.*

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<sup>3</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2022-0176]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewal Approval of Information Collection 2120-0776, Airspace Authorizations in Controlled Airspace

**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 Information Collection 2120-0776. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 18, 2022. The FAA proposes renewal of the collection of information related to requests to operate small Unmanned Aircraft Systems (sUAS) in controlled airspace. FAA will use the collected information to make determinations whether to authorize or deny the requested authorization of sUAS operation in controlled airspace. The proposed information collection is necessary to issue such authorizations or denials consistent with the FAA's mandate to ensure safe and efficient use of national airspace.

**DATES:** Written comments should be submitted by August 10, 2022.

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

**FOR FURTHER INFORMATION CONTACT:** Victoria Gallagher by email at: [Victoria.Gallagher@faa.gov](mailto:Victoria.Gallagher@faa.gov); phone: 609-485-5127.

**SUPPLEMENTARY INFORMATION:** The FAA received three comments from the public. Two were supportive. The first was anonymous and expressed approval of the collection. The second supportive comment was from Airlines for America, which noted that the collection of such information can be used in furtherance of the FAA's regulatory approach for the seamless

integration of UAS operations in the National Airspace System (NAS). Airlines for America commented that FAA must ensure adequate safety precautions to avoid collisions of UAS with manned aircraft and that the proposed collection will help identify compliant from noncompliant operations and further this safety model.

The final comment was from the Air Line Pilots Association, International (ALPA), which commented that the collection of information to process authorization requests has not been subject to sufficient safety risk evaluation and therefore cannot be fully determined whether the information collected is adequate to verify if safe operations can be conducted. Further, ALPA commented that it believes the FAA's current minimum requirements for information in a Low Altitude Authorization and Notification Capability (LAANC) application are not sufficient. According to ALPA, additional information including aircraft registration, make and model information, and post-flight information should be collected. In this Information Collection renewal request, the FAA proposes to use LAANC and the web portal to collect information that provides a means for small UAS operators operating under § 44809 to comply with § 44809's established requirements and safety processes. This proposed information collection is sufficient to meet safety standards and captures essential information.

ALPA also commented that the FAA has not determined through its Safety Management System process the risk that UAS operating in controlled airspace introduce to the NAS and, therefore, ALPA is unable to determine if the information collected is adequate. This second category of comments is substantially the same as comments that ALPA submitted in response to Information Collection 2120-0768's 60 Day Notice published on February 12, 2018 (83 FR 6082) and to the Notice of Proposed Rule Making that was eventually implemented as a final rule at 81 FR 42063 on June 28, 2016 and codified as 14 CFR part 107. The FAA analyzed the proposed information to be collected under § 44809 and determined that the information is adequate for the FAA to meet safety standards.

*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.

*OMB Control Number:* 2120-0776.

*Title:* Airspace Authorizations in Controlled Airspace under 49 U.S.C. 44809(a)(5).

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

*Type of Review:* Renewal of existing Information Collection.

*Background:* There has been an increased number of small UAS operating in the NAS in recent years, and regulations and statutes have been enacted to establish the use of small UAS in the NAS. Included in these is 49 U.S.C. 44809(a)(5), which states that a strictly recreational user of small UAS must have authorization from the FAA to fly a small UAS "in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface areas of Class E airspace designated for an airport." In order to process airspace authorization requests, the FAA requires the operator's name, the operator's contact information, and information related to the date, place, and time of the requested authorization, which can be up to twelve hours in length. This information is necessary for the FAA to meet its statutory mandate of maintaining a safe and efficient national airspace. See 49 U.S.C. 40103, 44701, and 44807. The FAA will use the requested information to determine if the proposed authorization to operate can be conducted safely.

The FAA proposes to use LAANC and an FAA web portal to process authorization requests from the public to conduct flight operations under 49 U.S.C. 44809(a)(5).

*Respondents:* Small UAS operators seeking to conduct flight operations under 49 U.S.C. 44809(a)(5) within controlled airspace. Between 2022-2025, the FAA estimates that it will receive a total of 757,380 requests for airspace authorization (735,416 through LAANC and 21,964 through the web portal).

*Frequency:* The requested information is necessary each time a respondent requests an airspace authorization to operate a small UAS under 49 U.S.C. 44809(a)(5) in controlled airspace.

*Estimated Average Burden per Response:* The FAA estimates the respondents using LAANC will take five (5) minutes per airspace authorization request and those using the web portal will take thirty (30) minutes per request.

*Estimated Total Annual Burden:* For airspace authorizations, the FAA

estimates that the average annual burden will be 24,089 burden hours. This includes 20,428 burden hours for 245,139 LAANC respondents and 3,661 burden hours for 7,321 web portal respondents.

Issued in Washington, DC, on July, 5 2022.

**Victoria Gallagher,**

*UAS LAANC Program Manager, AJM-337.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Acceptance of a Noise Exposure Map and Review of a Noise Compatibility Program

**AGENCY:** Federal Aviation Administration, DOT.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by the Port Authority of New York and New Jersey for LaGuardia Airport is in compliance with applicable statutory and regulatory requirements, see **SUPPLEMENTARY INFORMATION** for details. Further, in conjunction with the noise exposure map, FAA is reviewing the proposed noise compatibility program for LaGuardia Airport, which the FAA will approve or disapprove on or before January 2, 2023. This notice also announces the availability of this noise compatibility program for public review and comment.

**DATES:** The effective date of the FAA's determination on the noise exposure map is June 16, 2022 and of the start of its review of the associated noise compatibility program is July 6, 2022. The public comment period ends September 4, 2022.

**FOR FURTHER INFORMATION CONTACT:**

Andrew Brooks, Regional Environmental Program Manager, Airports Division, Federal Aviation Administration, 1 Aviation Plaza, Room 516, Jamaica, NY 11434. Phone Number: 718-553-2511. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the revised 2021 noise exposure map (NEM) submitted for LaGuardia Airport is in compliance with applicable requirements of Title 14, Code of Federal Regulations (CFR) part 150, (14 CFR part 150) effective June 16, 2022. Further, FAA is reviewing a proposed noise compatibility program