

Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: September 19, 2023.

Kenyatta Clay,
Clearance Clerk.

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SURFACE TRANSPORTATION BOARD

60-Day Notice of Intent To Seek Extension of Approval of Collection: Waybill Sample

AGENCY: Surface Transportation Board.

ACTION: Notice and request for comments.

SUMMARY: As required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (STB or Board) gives notice of its intent to seek approval from the Office of Management and Budget (OMB) for an extension of the collection of Waybill Sample, described below.

DATES: Comments on this information collection should be submitted by November 21, 2023.

ADDRESSES: Direct all comments to Chris Oehrle, PRA Officer, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, and to PRA@stb.gov. When submitting comments, please refer to "Paperwork Reduction Act Comments, Waybill Sample." For further information regarding this collection, contact Pedro Ramirez at (202) 245-0333 or pedro.ramirez@stb.gov. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: Comments are requested concerning each collection as to (1) whether the particular collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board's burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will

be included and summarized in the Board's request for OMB approval.

Subjects: In this notice, the Board is requesting comments on the extension of the following information collection:

Description of Collection

Title: Waybill Sample.

OMB Control Number: 2140-0015.

Form Number: None.

Type of Review: Extension without change.

Respondents: Respondents include any railroad that is subject to the Interstate Commerce Act and that terminated at least 4,500 carloads on its line in any of the three preceding years or that terminated at least 5% of the revenue carloads terminating in any state in any of the three preceding years. For the purposes of this analysis, the Board categorizes railroads required to report Waybill Sample data as either quarterly or monthly and as either sampling their own waybills or having a third party conduct their sampling. As a result, there are four categories of respondents, as shown in Table below.

TABLE—RESPONDENTS

| Categories of respondents | Number of respondents |
|--|-----------------------|
| Railroads that conduct their own sampling and report monthly | 5 |
| Railroads that conduct their own sampling and report quarterly | 3 |
| Railroads that have a third party sample their waybills and report monthly | 2 |
| Railroads that have a third party sample their waybills and report quarterly | 43 |
| Total Respondents | 53 |

Number of Respondents: 53.

Estimated Time per Response: The estimated hourly burden for waybill samples submitted to the Board varies depending on each respondent's particular circumstances. (Note: respondents that are identified as reporting monthly (Class I carriers) report monthly, quarterly, and annually (or 17 times per year). All other respondents (non-Class I carriers) report quarterly and annually (five times a year)).

Frequency of Response: Six respondents report monthly; and 46 other respondents report quarterly.

Total Burden Hours (annually including all respondents): 420 hours. This estimated total burden hours is shown in the Table below.

TABLE—TOTAL BURDEN HOURS

| Categories of respondents | Total annual hours for samples submitted |
|--|--|
| Railroads that conduct their own sampling and report monthly | 150 |
| Railroads that conduct their own sampling and report quarterly | 20 |
| Railroads that have a third party sample their waybills and report monthly | 30 |
| Railroads that have a third party sample their waybills and report quarterly | 220 |
| Total Annual Burden Hours | 420 |

Total Annual "Non-Hour Burden" Cost: There are no other costs identified because filings are submitted electronically to the Board.

Needs and Uses: The Board is, by statute, responsible for the economic regulation of common carrier rail transportation in the United States and collects rail-carload waybills for this purpose. The Board has authority to collect these waybills under 49 U.S.C. 11144, 11145, and the Board often uses the information in rail-carload waybills to carry out its responsibilities.

A rail-carload waybill is a "document or instrument prepared from the bill of lading contract or shipper's instructions as to the disposition of the freight, and [is] used by the railroad(s) involved as the authority to move the shipment and as the basis for determining the freight charges and interline settlements." 49 CFR 1244.1(c). From these carload waybills, the Board creates an aggregate compilation of the sampled waybills of all reporting carriers, referred to as the Waybill Sample. The Waybill Sample is the Board's principal source of data about freight rail shipments. The information in the Waybill Sample is used by the Board, other federal and state agencies, and industry stakeholders to monitor traffic flows and rate trends in the industry, and to develop testimony in Board proceedings. The Board's collection and use of this data enables it to meet its statutory duty to regulate the rail industry.

The Board makes this submission because, under the PRA, a federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep

records, or provide information to the agency, third parties, or the public. Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Information from certain schedules contained in these reports is available at the Board's website at www.stb.gov by navigating to "Reports & Data" and clicking on "Economic Data." Information in these reports is not available from any other source.

Dated: September 19, 2023.

Kenyatta Clay,
Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket Number: 2023-1724]

Airport Investment Partnership Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of receipt of application of Avon Park Executive Airport (AVO), Avon Park Florida; commencement of 60-day public review and comment period.

SUMMARY: The FAA has accepted for review the application for Avon Park Executive Airport's (AVO) participation in the Airport Investment Partnership Program (AIPP), under the terms and conditions of the AIPP and the FAA's Notice of AIPP Application Procedures. The filing date for AVO's application is noted as July 7, 2023. The City of Avon Park, the airport sponsor, selected Florida Airport Management as the private operator and negotiated a draft agreement for FAA review. The FAA has determined that the final application is substantially complete and accepted for review. The determination that the application is substantially complete results in the commencement of the FAA's review and is not an approval or disapproval of the proposed privatization application. The FAA is seeking information and comments from interested parties on the final application. The FAA will review the application, public comments, and any other relevant additional submission by the applicant or the

public and issue a decision approving or disapproving the application. The AVO application is available for public review at <http://www.regulations.gov>. The docket number is FAA Docket Number 2023-1724.

DATES: September 22, 2023. Comments must be received by November 21, 2023. Comments that are received after that date will be considered only to the extent possible.

ADDRESSES: You may send written comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically. Docket Number: FAA 2023-1724;
- *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:* Deliver to mail address above between 9:00 a.m. and 5 p.m. EST, Monday through Friday, except Federal holidays;
- *Fax:* (202) 493-2251.

Identify all transmissions with "Docket Number FAA-2023-1724" at the beginning of the document.

FOR FURTHER INFORMATION CONTACT: Heather Haney, Airport Compliance Specialist, Airport Compliance and Management Analysis Division, ACO-100, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267-3085; or email Heather.Haney@faa.gov.

SUPPLEMENTARY INFORMATION: Title 49 U.S.C. 47134 establishes the AIPP and authorizes the DOT to grant exemptions from certain Federal statutory and regulatory requirements for airport privatization projects. The application procedures require the FAA to publish a notice of receipt of the final application in the **Federal Register** and accept public comment on the final application for a period of 60 days.

Examining the Application: The final application was filed under Docket Number FAA-2023-1724. You may examine the final application on the internet at: <http://www.regulations.gov> or in person at the Docket Operations office between 9:00 a.m. and 5:00 p.m. EST, Monday through Friday, except Federal holidays. The Docket Operations Office (800-647-5527) is located at the U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. The Docket contains the application, the agreements, any

comments received and other information. The City of Avon Park has also made copies of the final application available at <https://www.avonpark.city/airport>.

Title 49 of the U.S.C. 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received Federal assistance, from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes, to pay back a portion of Federal grants upon the sale or lease of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport.

On September 16, 1997, the FAA issued a notice of procedures to be used in applications for exemption under Airport Privatization Pilot Program (Notice of final application procedures for the Airport Privatization Pilot program: Application Procedures, 62 **Federal Register** 48693-48708, September 16, 1997, as modified, 62 FR 63211, Nov. 26, 1997). The FAA Reauthorization Act of 2018 amended Section 47134 by changing the name to Airport Investment Partnership Program, eliminated limitations on the number of airports that could participate along with several other changes. On April 20, 2021, the FAA issued a notice revising the application procedures for applying for FAA approval of the privatization or partial privatization of a federally obligated public airport to reflect the provisions of the AIPP (86 **Federal Register** 20586-20592, April 20, 2021). A request for participation in the Program must be initiated by the filing of either a preliminary or final application for exemption with the FAA.

The City of Avon Park submitted its final application to the Program, for Avon Park Executive on July 7, 2023. The FAA accepted the final application on August 4, 2023. The City intends to lease Avon Park Executive Airport (with the exception of the City's utility facility and the baseball field, located on airport property) in a partnership with Florida Airport Management, a private operator, for a lease term of 30 years, with a 10-