

CNMI, Guam or America Samoa of all DOT-administered financial assistance programs, including those subject to program-specific domestic preference requirements. The waiver applies to all awards obligated after the effective date and, in the case of awards obligated prior to the effective date, all expenditures for non-domestic iron, steel, manufactured products, and construction materials incurred after the effective date. However, this waiver does not apply to purchases of ship to shore cranes.

DOT is issuing this temporary general applicability public interest waiver under the following authorities; 70914(b) of BIL, 23 U.S.C. 313(b)(1), 49 U.S.C. 5323(j); 46 U.S.C. 54101(d)(2)(B)(i)(I), 49 U.S.C. 50101(b)(1), and 41 U.S.C. chapter 83. Under those DOT authorities, the proposed waiver would also apply to projects in the Freely Associated States (the Republic of Palau, Republic of the Marshall Islands, and Federated States of Micronesia). As it applies to the Freely Associated States, the waiver does not include BABA, which only applies to infrastructure projects in the United States and its territories.

The duration of the waiver is from the effective date April 29, 2024 until March 1, 2025. The proposed waiver had a duration of 18 months from the effective date of the final waiver. DOT is issuing the final waiver with a sunset date of March 1, 2025 to better align with the coordinated strategy for the issuance of this waiver type across the Federal government. DOT will review this waiver prior to its expiration to assess whether it remains necessary to the fulfillment of DOT's missions and goals and consistent with applicable legal authorities, such as BABA, Executive Order 14005, 2 CFR part 184, and OMB Memorandum M-24-02. DOT may, based on the results of that review, terminate the waiver, or take action to develop a new waiver in consultation with the MIAO.

Section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110-244, 122 Stat. 1572) also requires an additional five-day comment period after FHWA publishes a waiver finding notice. Comments received during that period will be reviewed, but the finding will continue to remain valid. Those comments may influence DOT/FHWA's decision to terminate or modify a finding.

Issued in Washington, DC.

Christopher Coes,

Acting Under Secretary for Policy.

[FR Doc. 2024-09052 Filed 4-26-24; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket ID Number: DOT-OST-2018-0068]

Notice of Submission of Proposed Information Collection to OMB; Agency Request for Reinstatement of Previously Approved Collections: Traveling by Air With Service Animals—U.S. Department of Transportation Service Animal Air Transportation Form and U.S. Department of Transportation Service Animal Relief Attestation Form

AGENCY: Office of the Secretary (OST), Department of Transportation (Department or DOT).

ACTION: Notice of submission to the Office of Management and Budget (OMB) and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and DOT Order 1351.29A, this notice confirms the Department's intention to renew Office of Management and Budget (OMB) Control Number 2105-0576, concerning Traveling by Air with Service Animals—U.S. Department of Transportation Service Animal Air Transportation Form, and U.S. Department of Transportation Service Animal Relief Attestation Form.

DATES: Written comments on this notice must be received by May 29, 2024.

ADDRESSES: You may file comments regarding the burden estimate, including suggestions for reducing the burden, in docket number DOT-OST-2018-0068 by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for submitting comments. (You may access comments received for this notice at <https://www.regulations.gov> by searching docket DOT-OST-2018-0068.)

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

- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

Instructions: You must include the agency name and docket number DOT-OST-2010-0054 at the beginning of your comment. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Privacy Act: Anyone is able to search the electronic form of all comments received in any of DOT's dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

FOR FURTHER INFORMATION CONTACT: Maegan Johnson or Livaughn Chapman, Jr., Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone number (202) 366-9342 (voice), (202) 366-7152 (fax); maegan.johnson@dot.gov or livaughn.chapman@dot.gov (email). Arrangements to receive this document in an alternative format may be made by contacting the above-named individuals.

SUPPLEMENTARY INFORMATION: DOT published a **Federal Register** notice with a 60-day comment period soliciting comments on the information collections on November 13, 2023 (88 FR 77667). DOT received 149 comments on the 60-day notice, which are addressed below. The Department proposed to amend the U.S. Department of Transportation Service Animal Air Transportation Form by decreasing the number of questions on the form to reduce burdens on individuals with disabilities, including instructions to clarify how to complete the form, and making other clarifying and formatting changes to the form that will allow individuals to better navigate the form.

OMB Control Number: 2105-0576.

Title: Traveling by Air with Service Animals.

Type of Request: Reinstatement of information collections.

Background: The U.S. Department of Transportation (Department or DOT) published a final rule to amend the Department's Air Carrier Access Act (ACAA) regulation on the transport of service animals by air in the **Federal Register** on December 10, 2020 (85 FR 79742). Under 14 CFR 382.75, airlines are permitted to require passengers traveling with service animals to submit and provide to airlines, as a condition of travel, a U.S. Department of Transportation Service Animal Air Transportation Form ("Behavior and Health Attestation Form"), and, if applicable, a U.S. Department of Transportation Service Animal Relief Attestation Form ("Relief Attestation Form"). The Behavior and Health Attestation Form is designed to provide

assurances to airlines that a service animal does not pose a direct threat to the health and safety of passengers, crew, and others during air transportation by requiring passengers to attest that their service animal is currently vaccinated against rabies, has been trained to behave in a public setting, and that the animal has not behaved aggressively or caused serious injury to another person or animal. The form is also designed to educate passengers traveling with service animals on how service animals in air transportation are expected to behave and to inform passengers traveling with service animals of the consequences of service animal misbehavior. The Relief Attestation Form may only be required by the airlines when a passenger is traveling with a service animal on a flight segment scheduled to take 8 hours or more. The purpose of this form is to provide assurances to the airlines that the service animal will not need to relieve itself on the flight or that the animal can relieve itself in a way that does not create a health or sanitation issue. The form is also designed to educate passengers of the consequences should a service animal relieve itself on the aircraft in an unsanitary way.

The Behavior and Health Attestation Form and the Relief Attestation Form are the only forms that airlines are permitted to require from passengers traveling with service animals as a condition of transport, except in rare circumstances when additional documentation may be necessary to comply with animal transport requirements issued by a Federal agency, a U.S. territory, or a foreign jurisdiction.

The Paperwork Reduction Act of 1995 and its implementing regulations, 5 Code of Federal Regulations (CFR) part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. On November 13, 2023, DOT published a 60-day notice in the **Federal Register** soliciting comment on the information collections, the Behavior and Health Attestation Form and Relief Attestation form, for which the agency seeks approval. See 85 FR 79742.

In its 60-day notice, the Department sought comment on an amended version of its original Behavior and Health Attestation Form that was published in DOT's final service animal rule in December of 2020. The amended form included formatting and clarifying amendments to the form that were intended to make the form easier for individuals with disabilities to navigate and complete. In addition to seeking

comment on amendments to the form, the Department also sought comment on whether the information collections were necessary for the proper performance of the functions of the Department; the accuracy of the Department's estimated burden hours; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collections on respondents. DOT received 149 comments in response to its 60-day notice; most of the comments received, approximately 120, were from individual commenters, while the remaining comments were received from disability advocacy organizations, two airlines trade organizations, and an airline contractor.

The majority of individual commenters stated that the DOT service animal forms were burdensome for passengers with disabilities to complete because there were too many questions on the form. Individual commenters also noted that each airline has a different method of collecting the forms, which makes it difficult for individuals with disabilities to both complete the forms and submit the forms to airlines. Individual commenters also stated that some airlines post the forms on their websites in formats that are not accessible for individuals with disabilities, especially individuals who are blind. Many individual commenters requested that the Department disallow airlines from collecting the forms altogether, or, alternatively, substantially decrease the number or questions on the form.

Commenters representing disability advocacy organizations shared many of the same concerns about the burdensome nature of the form expressed by individual commenters. Disability advocates representing individuals who are blind commented that airlines are not required to assist blind passengers with completing the form and that many blind passengers cannot complete the form independently and must seek the assistance of a sighted person to both complete and submit the form to airlines. Disability advocates also commented that it takes longer than the 15 minutes time period estimated by DOT for individuals with disabilities to complete the form because of the inaccessibility of the form on airline websites and the number of questions on the form. These commenters did not provide a suggested estimate for the amount of time it takes individuals with disabilities to complete the form.

Some of the disability advocacy organizations commented that they oppose airlines using third-party

contractors to process the service animal forms and noted that airline staff should be trained on DOT's rules for processing the forms. Several advocacy organizations also encouraged DOT to state on the form that airlines must assist individuals with disabilities with completing the form, that the form should only require passengers to affirm that a service animal has been vaccinated instead of requiring the passengers to indicate the animal's vaccination dates, and that airlines should not be permitted to contact service animal trainers to verify that the animal has been trained. One advocacy organization also urged DOT to replace the term "service animal user" with "service animal handler" since "service animal handler" is a defined term in DOT's ACAAs regulations that refers to either an individual with a disability traveling with the service animal, or a third party responsible for controlling the animal who is traveling with the passenger with a disability and service animal.

Some disability advocates were pleased with some of the formatting and clarifying changes made by DOT to the amended form published in DOT's 60-day notice. Specifically, some commenters stated that they were glad to see that DOT clarified on the form that a service animal user may insert his or her own name and contact information if they train their own service animal. They were also glad to see that DOT eliminated some of the fields on the form, and that DOT added and amended section titles on the form.

Airline trade organizations and an airline contractor submitted comments recommending that DOT make additional clarifying changes to the form that exceed the amendments in DOT's 60-day notice. For instance, these commenters suggested that DOT include a uniform date format on the form, define some of the terms used in the form, attach form instructions, remove the field that requires the passenger to provide the date of the service animal's last vaccination, and clarify that an animal may be refused transport if it shows that it has not been trained to behave in public. These organizations also urged DOT to reinstate the "service animal handler" field on the form and commented that the form should require passengers to provide the service animal's weight, color, and species (or breed), require passengers to list the animal's work or task, and that DOT should strengthen the Federal crime warning for making fraudulent statements on the top of the form by including language clarifying that providing false, fictitious or fraudulent

statements on the form is a felony that is subject to a maximum civil penalty of \$250,000.

Airline trade organizations provided data from five airlines on the number of service animal forms that were collected from these airlines from July 2022 to June 2023, and urged the Department to use those data to update its calculation on the estimated total annual burden of the information collection.

To address these comments, DOT refined the section titles on its U.S. Department of Transportation Service Animal Air Transportation Form to more accurately reflect the content of each section of the form and removed and combined certain questions on the form to reduce the number of check boxes, from ten check boxes to seven, and the number of fields that passengers are required to complete on the form. Specifically, in the first section of the form that requires the service animal handler to provide his or her contact information, DOT decreased the number of fields in this section, but added a check box that requires the handler to attest that the animal is required to assist with a disability. In the second section of the form, the Service Animal Identification and Health Information section, the handler is required to make a single attestation that the animal does not have fleas or a disease, and that the animal has been vaccinated for rabies. In the third and fourth sections of the form, the handler is required to make four individual attestations concerning the animal's task and behavior training and complete information on the animal's trainer. Finally, the last section requires the handler to check a single box to attest to three additional assurances in order to transport the service animal.

DOT also reinstated the "service animal handler's" field since the term "service animal handler" is defined in the Department's rules, and eliminated the service animal user's name field, since "service animal user" is not a term that is defined in the Department's rules. DOT also clarified on the form that the animal's description must include the animal's color, and that an airline may deny transportation to an animal if the animal shows that it has not been trained to behave in public. Finally, in response to comments received from both airline trade organizations and disability advocates, DOT also developed and included in the form specific instructions for completing the Behavior and Health Attestation Form. In these instructions, DOT defines certain terms used within the form (*i.e.*, service animal and service animal handler), makes clear that the

form should be submitted to the airline and not to DOT, describes how passengers can obtain assistance with completing the form, and provides other instructions for completing the form. Additionally, DOT has used data from both airline trade organizations and disability advocates to update its annual burden calculation for the form.

DOT is aware that some of the recommendations from the commenters have not been implemented in the amended Behavior and Health Attestation Form published in this notice. However, as stated in the 60-day notice, the Department's next Air Carrier Access Act Advisory Committee will consider whether substantive changes to the Behavior and Health attestation form are necessary, such as whether to include a question asking passengers to state the task or work their service animal performs, whether to further reduce the number of attestation check-boxes on the form, and whether to amend the warning language at the top of the form.

Copies of the revised form and accompanying instructions reflecting the changes are included in this notice.

Accordingly, the Department announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c). Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983 (Aug. 29, 1995). The 30-day notice informs the regulated community to file relevant comments to OMB and affords the Agency adequate time to review and respond to public comments before rendering a decision. *See* 60 FR 44983 (Aug. 29, 1995). Therefore, respondents should submit any comments to OMB within 30 days of publication to best ensure their full consideration. 5 CFR 1320.12(c); *see also* 60 FR 44983 (Aug. 29, 1995).

This notice addresses the information collection requirements set forth in the Department's regulation 14 CFR 382.75, which allows airlines to require passengers traveling with service animals to provide the airline with the two forms of documentation developed by the Department as a condition of travel. The renewed OMB control number will be applicable to all the provisions set forth in this notice.

As noted above, the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. A Federal agency generally cannot conduct or sponsor a collection of information, and the public is generally not required to respond to an information collection, unless it is approved by OMB under the PRA and displays a currently valid OMB Control Number. In addition, notwithstanding any other provisions of law, no person shall generally be subject to monetary penalty for failing to comply with a collection of information if the collection of information does not display a valid OMB Control Number. *See* 5 CFR 1320.5(a) and 1320.6.

For each of these information collections, the title, a description of the respondents, and an estimate of the annual recordkeeping and periodic reporting burden are set forth below.

1. Requirement to prepare and submit to airlines the DOT Air Transportation Service Animal Behavior and Health Attestation Form (Behavior and Health Attestation Form).

Respondents: Passengers with disabilities traveling on aircraft with service animals.

Number of Respondents: The Department estimates that 639,709 respondents will complete the Service Animal Health and Attestation form. This estimate was calculated by using data provided from Airlines for America (A4A) on the number of Behavior and Health Attestation Forms collected by five of its member airlines between July 1, 2022, through June 30, 2023, and passenger trip data as represented in the origination and destination (O&D) data,¹ collected by DOT from airlines during this same time period.

According to A4A, five of its member airlines received 319,057 Behavior and Health Attestation Forms between July 1, 2022, through June 30, 2023.² The number of trips reported for these five airlines for this same time period was 352,265,055. DOT only permits airlines to collect its Behavior and Health

¹ According to DOT's Bureau of Transportation Statistics (BTS), the Airline Origin and Destination Survey is a 10% sample of airline tickets from reporting carriers collected by the Office of Airline Information of the BTS. Data include origin, destination and other itinerary details of passengers transported. This database is used to determine air traffic patterns, air carrier market shares and passenger flows. https://www.transtats.bts.gov/DatabaseInfo.asp?QQ_VQ=EFI&Yv0x=D.

² Comment from Airlines for America, <https://www.regulations.gov/comment/DOT-OST-2018-0068-32515>.

Attestation Form from passengers no more than once per trip, or once for every one-way flight or once per round-trip flight, although some airlines that receive permission to store a passenger's Form may collect the form less than once per trip. As such, the estimated number of trips for the purposes of estimating the number of forms collected is 176,132,528 (352,265,055 trips divided by 2). Based on these figures, the rate of Behavior and Health Attestation Forms received by airlines is .00181 (319,057 forms divided by 176,132,528 trips), or 1.81 forms received by airlines per 1,000 for each trip.

According to BTS data, U.S. and foreign airlines reported a total of 706,861,040 O&D trips between July 1, 2022, through June 30, 2023. Using the rate of .00181 or 1.81 forms received by airlines per 1,000 for each trip, we estimate that 639,709 forms (706,861,040 total trips, divided by 2, and multiplied by .00181 rate of forms received by airlines) were submitted to airlines between July 1, 2022, through June 30, 2023. Assuming that one passenger traveling with a service animal represents each form, DOT estimates that 639,709 passengers will have submitted service animal forms between July 1, 2022, through June 30, 2023.

Estimated Total Annual Burden on Respondents: We estimate that completing the Behavior and Health Attestation Form would require 20 minutes (.333 hours) per response, including the time it takes to retrieve an electronic or paper version of the form from the airline's website, reviewing the instructions, and completing the questions. The Department previously estimated that it took passengers 15 minutes to complete its Behavior and Health Attestation Form, but a number

of individuals commented that it took more than 15 minutes to complete the form, although none of the commenters stated the amount of time it takes to complete the form.

Based on this estimate, passengers would spend a total of 213,023 hours annually (0.333 hours \times 639,709 forms) to retrieve and complete an accessible version of the form. Passengers would fill out the forms on their own time without pay. To estimate the value of this uncompensated activity, we use median wage data from the Bureau of Labor Statistics.³ We use a post-tax wage estimate of \$18.48 (\$22.26 median for all occupations minus a 17% percent estimated tax rate). The estimated annual value of this time is \$3,936,668 (\$18.48 \times 213,023 hours).⁴

2. Requirement to prepare and submit to airlines the DOT Service Animal Relief Attestation Form.

Respondents: Passengers with disabilities traveling on aircraft with service animals on flight segments scheduled to take 8 hours or more.

Number of Respondents: The Department estimates that 5 percent of the Behavior and Health Attestation Form would be collected for round trip flights scheduled to take 8 hours or more and would also have to complete the Relief Attestation Form, for a total of 31,985 forms (639,709 forms \times 0.05).

³ For a discussion of estimating the value of uncompensated activities, see "Valuing Time in U.S. Department of Health and Human Services Regulatory Impact Analyses: Conceptual Framework and Best Practices" from the Department of Health and Human Services, available at <https://aspe.hhs.gov/system/files/pdf/257746/VOT.pdf>.

⁴ Bureau of Labor Statistics (2022). "May 2022 National Occupational Employment and Wage Estimates: United States." May 2022 National Occupational Employment and Wage Estimates (bls.gov).

Estimated Total Annual Burden on Respondents: We estimate that completing the form would require 15 minutes (.25 hours) per response, including the time it takes to retrieve an electronic or paper version of the form from the airline's website, reviewing the instructions, and completing the questions. Passengers would spend a total of 7,996 hours annually (0.25 hours \times 31,985 forms) to retrieve an accessible version of the form and complete the form. Passengers would fill out the forms on their own time without pay, as they would with the Animal Behavior and Health Attestation Form. The estimated annual value of this time is \$147,770 (\$18.48 \times 7,996 hours).

Comments Invited

We invite comments on the Relief Attestation Form renewal and on the formatting and clarity amendments made to the Behavior and Health Attestation Form. We also invite comments on: (a) whether the collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record on the docket.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 59 CFR 1.48.

BILLING CODE 4910-9X-P



U.S. Department of Transportation Service Animal Air Transportation Form

Warning: It is a Federal crime to make materially false, fictitious, or fraudulent statements, entries, or representations knowingly and willfully on this form to secure disability accommodations provided under regulations of the United States Department of Transportation (18 U.S.C. § 1001).

PLEASE REFER TO THE U.S. DEPARTMENT OF TRANSPORTATION
SERVICE ANIMAL AIR TRANSPORTATION FORM INSTRUCTIONS WHEN COMPLETING THIS FORM

A. Service Animal Handler Information

Service Animal Handler's full Name: _____

Phone: _____ Email: _____

I attest that a service animal is required to accompany me, or the passenger with a disability traveling with me, in air transportation.

B. Service Animal Identification and Health Information

Animal's Name: _____ Animal's Description (including weight and color): _____

I attest that the animal:

- Does not have fleas or ticks or a disease that would endanger people or other animals.
- Is vaccinated for rabies.

Date vaccination expires in the animal _____
(mm/dd/yyyy)

Veterinarian's Name (signature **not** required): _____ Phone: _____

C. Service Animal Task Training

I attest that the animal has been individually trained to perform a task to assist with a disability.

Name of Task Trainer or Training Organization: _____ Phone: _____

D. Service Animal Behavior Training

I attest that the animal has been trained to behave in a public setting.

Name of Behavior Trainer or Training Organization: _____ Phone: _____

I understand that:

- The animal must be under the control of the Handler at all times.
- A properly trained service animal does not act aggressively by biting, barking, jumping, lunging, or injuring people or animals, and does not urinate or defecate on the aircraft or in the gate area.
- If the animal shows that it has not been properly trained to behave in public, then the airline may treat the animal as a pet by charging a pet fee and requiring that the animal be transported in a pet carrier, or denying transport.

I attest that, to the best of my knowledge, the animal has not behaved aggressively or caused serious injury to another person or animal. If you are unable to make this attestation, please explain why: _____

E. Other Assurances

I understand that:

- The animal must be harnessed, leashed, or tethered at all times in the airport and on the aircraft.
- If the animal causes damage, then the airline may charge the Handler for the cost to repair it, as long as the airline would also charge passengers without disabilities to repair similar kinds of damage.
- I am signing an official document of the U.S. Department of Transportation, and if I knowingly make false statements on this document, I can be subject to fines and other penalties.

Handler's Signature: _____

Date: _____
(mm/dd/yyyy)

**INSTRUCTIONS FOR COMPLETING THE U.S. DEPARTMENT OF TRANSPORTATION
SERVICE ANIMAL AIR TRANSPORTATION FORM**

General instructions:

1. **What is a Service Animal for the purpose of this form?** A service animal means a dog, regardless of breed or type, that is individually trained to do work or perform tasks for the benefit of a qualified individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability. Animal species other than dogs, emotional support animals, comfort animals, companionship animals, and service animals in training are not service animals for purpose of this form. 14 CFR 382.3.
2. **What is a Service Animal Handler for the purpose of this form?** A Service Animal Handler is a passenger in air transportation who is a qualified individual with a disability who receives assistance from a service animal(s) that does work or performs tasks that are directly related to the individual's disability, or a third party who accompanies the individual with a disability traveling with a service animal such as a parent of a minor child or a caretaker. The service animal Handler is responsible for keeping the animal under control at all times, and caring for and supervising the service animal, which includes toileting and feeding. 14 CFR 382.3.
3. **What if I need assistance completing the form?** An airline must provide assistance in completing the form to individuals with a disability who state to the airline that they are unable to complete the form due to a disability. This assistance must be provided as part of the airline's general obligation to modify its policies, practices, and facilities when needed to provide nondiscriminatory service to individuals with a disability under 14 CFR 382.13.
4. **Do I submit the form to the airline or DOT?** Do not submit the form to DOT. If an airline requires a passenger traveling with a service animal to submit the form, the completed form must be submitted **directly to the airline**. 14 CFR 382.75(f).
5. **How often can an airline require me to submit the form?** Airlines can require passengers with a disability who are traveling with a service animal to submit the form once each trip, but not each time the passenger travels. This means that an airline can only require the form be submitted once if the passenger with a disability purchased a roundtrip ticket as that would be considered one trip. 85 FR 79742, 79764 (December 10, 2020).
6. **Must I submit the form to the airline in advance?** An airline can require a passenger with a disability who is traveling with a service animal to submit the form up to 48 hours in advance of the passenger's flight if the passenger's reservation was booked more than 48 hours before the passenger's departure. However, if the passenger fails to submit the form in advance, the airline cannot refuse to transport the service animal without trying to make reasonable efforts to accommodate the passenger. 14 CFR 382.75(g)(1) and 14 CFR 382.75(h).
7. **Can an airline require me to submit the form in advance if I purchase last minute travel?** An airline is **not** permitted to require a passenger with a disability who is traveling with a service animal and purchased a ticket within 48 hours of the flight to provide the form in advance. If the ticket is purchased within 48 hours of the flight, the airline must allow the passenger to submit the completed form at the gate on the date of travel. 14 CFR 382.75(g)(3).
8. **Must airlines accept either a hard copy or electronic version of the form?** An airline must provide passengers with a disability the option of submitting an electronic or hard copy version of the form if the person is required to submit the form *in advance* of the passenger's travel date. If a passenger is not required to submit the form in advance of the date of travel, the passenger may submit a hard copy of the form to the airline at the passenger's departure gate on the date of travel. 14 CFR 382.75 (f) and (g). Passengers are encouraged to contact the airline to familiarize themselves with the airline's process for receiving the form.

Section A Instructions:

Section A, titled Service Animal Handler Information, requires the Service Animal Handler completing the form to provide their full first and last name, phone number, and email address so that the airline or its contractor may contact the Handler about the information provided on the form if needed.

The Handler completing this form must be the passenger with a disability receiving assistance from the service animal, or a third party accompanying the passenger with a disability traveling with the service animal such as a parent of a minor child or a caretaker. 14 CFR 382.3. This section requires the Handler to check a box attesting that a service animal is

required to accompany the Handler, or the passenger with a disability traveling with the Handler.

Section B Instructions:

Section B, titled Service Animal Identification and Health Information, requires the Handler to provide the name of the service animal accompanying the Handler in air transportation and a description of the animal (including the animal's weight and color). The airline or its contractor may use the description of the animal provided by the Handler on the form to verify the identity of the service animal at the airport on the day of travel.

In this section, the Handler must provide the airline assurances that it is safe to transport the animal on an aircraft by checking a box to attest that the animal is free of fleas, ticks, or disease, and that the animal has been vaccinated for rabies. The Handler must also provide the month, day, and year that the animal's rabies vaccination expires. The Handler must provide the name of the animal's veterinarian, and the veterinarian's phone number, but the animal's veterinarian is not required to sign the form.

The airline or its contractor may contact the animal's veterinarian to verify the vaccination information provided on the form. The Handler should verify that the contact information on the form is current and correct to ensure that there are no delays when the airline or its contractor attempts to process the form.

Section C Instructions:

In Section C, titled Service Animal Task Training, the Handler must check a box attesting that the animal is a service animal because it has been trained to perform a task to assist the passenger with a disability.

Task training means that the dog is trained to take a specific action when needed to assist the person with a disability. Dogs can be trained to perform many important tasks to assist people with disabilities, such as providing stability for a person who has difficulty walking, picking up items for a person who uses a wheelchair, helping a person who has epilepsy detect the onset of a seizure and stay safe during the seizure, or alerting a person who has hearing loss when someone is approaching from behind. Task training is different from behavior training because task training is focused on mitigating the effects of a person's disability.

The Handler is not required to provide a training certificate or other evidence that the animal has been trained to perform a task, but the Handler must provide the name and phone number of the person or organization that trained the service animal to perform the disability-mitigating task. If the Handler trained the animal, the Handler may provide their name and contact information. The airline or its contractor may contact the task trainer to verify that the animal has been trained to perform a task to assist with a disability. The Handler should verify that the contact information on the form is current and correct to ensure that there are no delays when the airline attempts to process the form.

Section D Instructions:

In Section D, titled Service Animal Behavior Training, the Handler must provide the airline assurances that the service animal traveling in air transportation will not harm other people or animals on the aircraft by checking a box to attest that the animal has been trained to behave in public. The behavior training attestation in this section is different from the task training attestation required in Section C on this form. A service animal that has been trained to behave in public does not act aggressively by biting, barking, jumping, lunging, or injuring people or animals. Further, a service animal that has been trained to behave in public does not urinate or defecate on the aircraft or in the gate area of the airport.

This form does not require the Handler to provide the airline with a training certificate or other evidence that the animal has been trained to behave in a public setting. However, the airline may observe the animal on the day of travel, and if it is evident that the animal has not been trained, the animal may be treated like a pet and/or the animal may be denied transportation on the aircraft.

In this section, the Handler must provide the name and phone number of the person or organization that trained the service animal to behave in public. If the Handler trained the animal, the Handler may provide their name and contact information. The airline or its contractor may contact the behavior trainer to verify that the animal has been trained to behave in public. The Handler should verify that the contact information on the form is current and correct to ensure that there are no delays when the airline attempts to process the form.

Section D also requires the Handler to check a box attesting that the Handler understands that the service animal must be under the Handler's control at all times, that properly trained service animals must act appropriately, and that if it shows

that it has not been properly trained to behave in public, the animal may be treated like a pet, which includes being charged a pet fee to transport the animal, requiring the animal to be transported in a carrier, or denying the animal transport.

The Handler must also check a box attesting that the animal has not behaved aggressively or caused serious injury to another person or animal. If the Handler is unable to make this attestation, the Handler must describe, in the space provided on the form, the reasons why it cannot attest that the animal has not behaved aggressively or caused serious injury to another person or animal. Animals that have a history of aggressive behavior may be denied transport on the aircraft and the airline may contact the animal's trainer or veterinarian to verify the animal's behavioral history.

Section E Instructions:

Section E, titled Other Assurances, requires the Handler to check a box to confirm that the Handler understands that the service animal traveling must be harnessed, leashed, or tethered at all times in the airport and on the aircraft; that the airline may charge the Handler a fee if the animal causes damage; that the Handler is signing an official document of the U.S. Department of Transportation; and that the Handler may be subject to Federal fines and other penalties for knowingly making false statements on the form. Handlers must also sign and date the form before submitting the form to the airline.

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2105-0576. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information.

All responses to this collection of information are mandatory if an airline requires the submission of the forms (14 CFR 382.75(a) and (b)). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, U.S. Department of Transportation, 1200 New Jersey Ave., S.E., West Building Ground Floor Room W12-140, Washington, D.C. 20590.

Issued in Washington, DC.
Livagh Chapman Jr.,
Deputy Assistant General Counsel, Office of Aviation Consumer Protection.
 [FR Doc. 2024-08820 Filed 4-26-24; 8:45 am]
BILLING CODE 4910-9X-C

DEPARTMENT OF THE TREASURY
Community Development Financial Institutions Fund
Funding Opportunities: Bank Enterprise Award (BEA) Program; FY 2024 Funding Round
Funding Opportunity Title: Notice of Funds Availability (NOFA) inviting

Applications for the Fiscal Year (FY) 2024 Funding Round of the Bank Enterprise Award Program (BEA Program).
Announcement Type: Announcement of funding opportunity.
Funding Opportunity Number: CDFI-2024-BEA.
Catalog of Federal Domestic Assistance (CFDA) Number: 21.021.
Dates:

TABLE 1—FY 2024 BEA PROGRAM FUNDING ROUND—CRITICAL DEADLINES FOR APPLICANTS

Description	Deadline	Time (Eastern Time—ET)	Submission method
OMB Standard Form (SF)–424 Mandatory form .. Last day to create an AMIS Organization account and to enter the Employer Identification Number (EIN) and the Unique Entity Identifier (UEI) number in AMIS.	May 28, 2024	11:59 p.m. ET	Electronically via <i>Grants.gov</i> .
Last day to contact BEA Program Staff	May 28, 2024	11:59 p.m. ET	Electronically via Awards Management Information System (AMIS).
Last day to contact Office of Compliance Monitoring and Evaluation (OCME) Help Desk.	June 21, 2024	5:00 p.m. ET	Service Request via AMIS; or <i>bea@cdfi.treas.gov</i> ; CDFI Fund BEA Helpdesk: 202–653–0421.
Last day to contact Office of Certification Policy and Evaluation (OCPE) Help Desk.	June 21, 2024	5:00 p.m. ET	Service Request via AMIS; or OCME Helpdesk: 202–653–0423.
Last day to contact IT Help Desk regarding AMIS support only.	June 21, 2024	5:00 p.m. ET	Service Request via AMIS; <i>ocpecert@cdfi.treas.gov</i> ; or OCPE Helpdesk: 202–653–0423.
Last day to submit Title VI Compliance Worksheet (all Applicants).	June 25, 2024	5:00 p.m. ET	Service Request via AMIS; or CDFI Fund IT Helpdesk: 202–653–042.
FY 2024 BEA Program Application and Required Attachments.	June 25, 2024	11:59 pm ET	Electronically via AMIS.

Executive Summary: This NOFA is issued in connection with the fiscal year (FY) 2024 funding round of the Bank Enterprise Award Program (BEA Program). The BEA Program is administered by the U.S. Department of the Treasury’s Community Development Financial Institutions Fund (CDFI Fund). Through the BEA Program, the CDFI Fund awards formula-based grants to depository institutions that are insured by the Federal Deposit Insurance Corporation (FDIC) for increasing their levels of loans, investments, Service Activities, and Technical Assistance to residents and businesses in the most economically Distressed Communities, and financial assistance and Technical Assistance to Certified Community Development Financial Institutions (CDFIs) through equity investments, equity-like loans, grants, stock purchases, loans, deposits, and other forms of assistance, during a specified period.

I. Program Description

A. History: The CDFI Fund was established by the Riegle Community Development and Regulatory Improvement Act of 1994 to promote economic revitalization and community

development through investment in and assistance to CDFIs.

The BEA Program encourages the community development activities of banks and thrifts (collectively referred to as banks for purposes of this NOFA) by providing financial incentives to expand investments in CDFIs and to increase lending, investments, and Service Activities within Distressed Communities. Providing monetary awards to banks for increasing their community development activities leverages the CDFI Fund’s dollars and puts more capital to work in Distressed Communities throughout the nation.

B. Authorizing Statutes and Regulations: The BEA Program was authorized by the Bank Enterprise Award Act of 1991, as amended. The regulations governing the BEA Program can be found at 12 CFR part 1806 (the Interim Rule). The Interim Rule provides the evaluation criteria and other requirements of the BEA Program. Detailed BEA Program requirements are also found in the application materials associated with this NOFA (the Application). The CDFI Fund encourages interested parties and Applicants to review the authorizing statute, Interim Rule, this NOFA, the

Application, and the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Administrative Requirements) for a complete understanding of the BEA Program. Capitalized terms in this NOFA are defined in the authorizing statute, the Interim Rule, this NOFA, the Application, or the Uniform Administrative Requirements. Details regarding Application content requirements are found in the Application and related materials. Application materials can be found on *Grants.gov* and the CDFI Fund’s website at *www.cdfifund.gov/bea*.

C. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200): The Uniform Administrative Requirements codify financial, administrative, procurement, and program management standards that Federal award-making agencies and Award Recipients must follow. When evaluating award applications, awarding agencies must evaluate the risks to the program posed by each Applicant, and each Applicant’s merits and eligibility. These requirements are designed to ensure that Applicants for Federal