

facilities on the Line (collectively, the PCCA Trackage Rights). (GNBC Verified Notice of Exemption 2–4, *Grainbelt Corp.—Trackage Rts. Exemption—BNSF Ry.*, FD 36486 (Sub-No. 6).)

GNBC explains that the trackage rights covered by the verified notice in Docket No. FD 36486 (Sub-No. 6) are local rather than overhead rights and therefore do not qualify for the Board's class exemption for temporary trackage rights under 49 CFR 1180.2(d)(8). (GNBC Pet. 4.) GNBC therefore filed its verified notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7) and a petition for partial revocation of the exemption as necessary to permit the PCCA Trackage Rights to expire on March 31, 2025, pursuant to the parties' agreement. (GNBC Pet 3.) GNBC argues that the requested relief will promote the rail transportation policy and is limited in scope. (*Id.* at 4.) GNBC also asserts that the Board has routinely granted similar petitions to allow trackage rights to expire on a negotiated date. (*Id.* at 4–5.)

#### Discussion and Conclusions

Although GNBC and BNSF have expressly agreed on the duration of the proposed trackage rights, trackage rights approved under the class exemption at 49 CFR 1180.2(d)(7) typically remain effective indefinitely, regardless of any contractual provisions. At times, however, the Board has partially revoked a trackage rights exemption to allow those rights to expire after a limited time rather than lasting in perpetuity. *See, e.g., Grainbelt Corp.—Trackage Rts. Exemption—BNSF Ry.*, FD 36486 (Sub-No. 5) (STB served May 15, 2023) (granting a petition to partially revoke a trackage rights exemption involving the Line at issue in this case); *BNSF Ry.—Trackage Rts. Exemption—Union Pac. R.R.*, FD 36377 (Sub-No. 7) (STB served Mar. 2, 2023); *New Orleans Pub. Belt R.R.—Trackage Rts. Exemption—Ill. Cent. R.R.*, FD 36198 (Sub-No. 1) (STB served June 20, 2018).

Granting partial revocation in these circumstances to permit the trackage rights to expire would eliminate the need for GNBC to file a second pleading seeking discontinuance when the agreement expires, thereby promoting the rail transportation policy at 49 U.S.C. 10101(2), (7), and (15). Moreover, partially revoking the exemption to limit the term of the trackage rights is consistent with the limited scope of the transaction previously exempted.<sup>1</sup> Therefore, the Board will grant the

petition and permit the trackage rights exempted in Docket No. FD 36486 (Sub-No. 6) to expire on March 31, 2025.

To provide the statutorily mandated protection to any employee adversely affected by the discontinuance of trackage rights, the Board will impose the employee protective conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

#### It is ordered:

1. The petition for partial revocation of the trackage rights class exemption is granted.

2. As discussed above, the trackage rights in Docket No. FD 36486 (Sub-No. 6) are permitted to expire on March 31, 2025, subject to the employee protective conditions set forth in *Oregon Short Line Railroad*, 360 I.C.C. 91.

3. Notice of this decision will be published in the **Federal Register**.

4. This decision is effective on May 31, 2024. Petitions to stay must be filed by May 13, 2024. Petitions for reconsideration must be filed by May 21, 2024.

Decided: April 25, 2024.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

**Raina White,**

*Clearance Clerk.*

[FR Doc. 2024–09387 Filed 4–30–24; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2024–1191]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: International Traveler Information Card

**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 for a new information collection. The collection involves obtaining information from FAA employees and contractors who will travel overseas on official business. The

information to be collected will be used in the event an FAA employee and/or contractor is isolated overseas and requires lifesaving assistance.

**DATES:** Written comments should be submitted by July 1, 2024.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*

[www.regulations.gov](http://www.regulations.gov) (Enter docket number into the search field).

*By mail:* Michael S. Raby, FAA National Headquarters, 800 Independence Ave. SW, Washington, DC 20591.

*By fax:* 202–267–8496.

#### FOR FURTHER INFORMATION CONTACT:

Michael S. Raby, Division Manager, FAA Office of Investigations and Professional Responsibility (AXI–500), by email at: [michael.raby@faa.gov](mailto:michael.raby@faa.gov); phone: (202) 604–2419.

**SUPPLEMENTARY INFORMATION:** The collection information is necessary to comply with 22 U.S.C. 3927 and 4802, which require Federal agencies to have personnel information on file in the event of an isolating event overseas.

*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–XXXX.

*Title:* International Traveler Information Card.

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

*Type of Review:* New information collection.

#### Background

The International Traveler Information Card (ITIC) is an electronic form that FAA employees and contractors will complete prior to international travel on official business. The purpose of the form is to collect pertinent data to be used in the event a FAA employee and/or contractor are isolated overseas and require lifesaving assistance. This data will assist in the government's ability to properly identify individuals and provide, if necessary, medical support and personal items to FAA employees and contractors should they be isolated overseas.

<sup>1</sup> Because the proposed transaction is of limited scope, the Board need not make a market power finding. *See* 49 U.S.C. 10502(a).

The authority for this collection resides in Presidential Policy Directive (PPD)/PPD-30, 22 U.S.C. 4802 and 22 U.S.C. 3927. The duty of an agency with employees in foreign countries is to ensure they fully comply with all applicable directives of the Chief of Mission. In order to protect FAA personnel on official duty abroad, the ITIC documents the Personally Identifiable Information (PII) of FAA employees and contractors to help aid in their authentication and recovery. The ITIC requests the following PII: Name, Date of Birth, Gender, Height, Weight, Hair and Eye Color, Clothing and Shoe Size, Race/Ethnic Group, Blood Type, Scars/Marks/Tattoos, Known Medical Conditions, Current Medical Prescriptions, Allergies, Contact Information, Specialized Training, Language(s) Spoken, as well as information about their Emergency Contact. The traveler will also create a Duress Word and Personal Authenticator Statements to aid in the identification.

This information will not be available to the public, and will be managed in accordance with applicable Records Management and Privacy Act policies. Only two International Travel Security Program Managers and the Senior Watch Officer of the Washington Operations Center can retrieve ITICs to aid employees and/or contractors during an isolating event, as determined by the Chief of Mission. The Chief of Mission, relying on situational factors, will make the ultimate decision with whom this information is shared, such as, but not limited to, the Department of Defense, in the event of a personnel recovery event.

*Respondents:* The FAA estimates 52 respondents because of the number of contractors who traveled internationally on official business in Fiscal Year 2023.

*Frequency:* As needed.

*Estimated Average Burden per Response:* 30 minutes per traveler.

*Estimated Total Annual Burden:* 26 hours per year.

Issued in Washington, DC, on April 19, 2024.

**Michelle L. Salter,**

*Executive Director FAA, Office of Investigations and Professional Responsibility.*

[FR Doc. 2024-09445 Filed 4-30-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2024-1416]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Helicopter Air Ambulance Operator Reports

**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 an information collection. The collection involves the requirement for Helicopter Air Ambulance Operators to report certain information to the FAA. The FAA collects 14 pieces of data from helicopter air ambulance operators, 8 of which are mandated in the report to Congress. We collect data on the following: number of helicopters, helicopter base locations, number of hours the helicopters are flown, number of patients transported, number of transportation requests accepted or denied, number of accidents, number of instrument flight hours flown, number of night flight hours flown, number of incidents, and the rate of accidents or incidents per 100,000 flight hours. The information to be collected will be used in helping the FAA develop risk mitigation strategies and provide information to Congress.

**DATES:** Written comments should be submitted by July 1, 2024.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:* [www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* Sandra Ray, Federal Aviation Administration, AFS-260, 1187 Thorn Run Rd., Suite 200, Coraopolis, PA 15108.

*By fax:* 412-546-7344.

#### FOR FURTHER INFORMATION CONTACT:

Sandra L. Ray by email at: [Sandra.ray@faa.gov](mailto:Sandra.ray@faa.gov); phone: 412-546-7344.

#### SUPPLEMENTARY INFORMATION:

*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:* 2120-0761.

*Title:* Helicopter Air Ambulance Operator Reports.

*Form Numbers:* 2120-0756.

*Type of Review:* Renewal of an information collection.

*Background:* The FAA Modernization and Reform Act of 2012 (The Act) mandates that all helicopter air ambulance operators must begin reporting the number of flights and hours flown, along with other specified information, during which helicopters operated by the certificate holder were providing helicopter air ambulance services. See Public Law 112-95, sec. 306, 49 U.S.C. 44731. The Act further mandates that not later than 2 years after the date of enactment, and annually thereafter, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, a report containing a summary of the data collected.

The helicopter air ambulance operational data provided to the FAA will be used by the agency as background information useful in the development of risk mitigation strategies to reduce the helicopter air ambulance accident rate, and to meet the mandates set by Congress. The information requested is limited to the minimum necessary to fulfill these new reporting requirements mandated by the Act and as developed by FAA. The amount of data required to be submitted is proportional to the size of the operation.

*Respondents:* 65 Helicopter Air Ambulance Operators.

*Frequency:* Annually.

*Estimated Average Burden per Response:* Varies per size of operation.

*Estimated Total Annual Burden:* 765 Hours for all operators.

Issued in Washington, DC, on April 26, 2024.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS-260.*

[FR Doc. 2024-09370 Filed 4-30-24; 8:45 am]

**BILLING CODE 4910-13-P**