

The following areas have been determined to be adversely affected by the disaster:

*Primary Counties (Physical Damage and Economic Injury Loans):* Clarke, Harrison, Mills, Polk, Pottawattamie, Ringgold, Shelby, Union.

*Contiguous Counties (Economic Injury Loans Only):*

Iowa: Adair, Adams, Audubon, Boone, Carroll, Cass, Crawford, Dallas, Decatur, Fremont, Jasper, Lucas, Madison, Marion, Monona, Montgomery, Page, Story, Taylor, Warren, Wayne  
 Missouri: Worth, Harrison  
 Nebraska: Washington, Sarpy, Burt, Douglas, Cass  
 The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere .....	5.375
Homeowners without Credit Available Elsewhere .....	2.688
Businesses with Credit Available Elsewhere .....	8.000
Businesses without Credit Available Elsewhere .....	4.000
Non-Profit Organizations with Credit Available Elsewhere ...	3.250
Non-Profit Organizations without Credit Available Elsewhere .....	3.250
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere .....	4.000
Non-Profit Organizations without Credit Available Elsewhere .....	3.250

The number assigned to this disaster for physical damage is 20318C and for economic injury is 203190.

(Catalog of Federal Domestic Assistance Number 59008)

**Francisco Sánchez, Jr.,**  
 Associate Administrator, Office of Disaster Recovery & Resilience.  
 [FR Doc. 2024-11211 Filed 5-21-24; 8:45 am]  
 BILLING CODE 8026-09-P

**SURFACE TRANSPORTATION BOARD**  
**[Docket No. FD 36773]**

**Railmark Industrial Railway Inc. d/b/a Railmark Industrial Railway Inc. Mississippi Division—Change in Operator Exemption—Mississippi Central Railroad Co.**

Railmark Industrial Railway Inc. d/b/a a Railmark Industrial Railway Inc. Mississippi Division (RIR), a non-carrier, has filed a verified notice of

exemption under 49 CFR 1150.31 to permit RIR to lease and operate approximately 10 miles of rail line owned by Tishomingo County, Miss. (the County), extending between the Norfolk Southern Railway Company’s “Tuka Wye” at milepost 0.0 and the Tri-State Commerce Park at approximately milepost 10.0 in Tishomingo County (the Line). The verified notice states that Mississippi Central Railroad Co. (MSCI) currently holds authority to operate the Line through a lease with the County,<sup>1</sup> but that lease is not being renewed.

According to the verified notice, RIR and the County are entering an agreement for RIR to lease and operate the Line. RIR further states that as a result of the transaction, RIR will operate the Line and MCSI will be relieved of its obligation.<sup>2</sup>

This transaction is related to a concurrently filed verified notice of exemption in *Railmark Holdings, Inc.—Continuance in Control Exemption—Railmark Industrial Railway*, Docket No. FD 36774, in which Railmark Holdings, Inc., seeks to continue in control of RIR upon RIR’s becoming a Class III rail carrier.

RIR certifies that the agreement between it and the County does not impose or include an interchange commitment. RIR also certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and that its projected annual revenue will not exceed \$5 million.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. The verified notice indicates that a copy has been served on Red Industrial Products, the lone shipper on the Line.

The transaction may be consummated on or after June 5, 2024, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than May 29, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36773, must be filed with the Surface Transportation Board via e-

<sup>1</sup> See *Miss. Cent. R.R.—Amended Lease & Operation Exemption—Line of Tishomingo Cnty., Miss.*, FD 35258 (Sub-No. 1) (STB served June 11, 2021).

<sup>2</sup> RIR states that MSCI consents to the transfer of its rights to operate the Line to RIR.

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 RIR’s representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to RIR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

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

Decided: May 17, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Kenyatta Clay,**  
 Clearance Clerk.

[FR Doc. 2024-11238 Filed 5-21-24; 8:45 am]

BILLING CODE 4915-01-P

**SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36774]**

**Railmark Holdings, Inc.—Continuance in Control Exemption—Railmark Industrial Railway Inc. d/b/a Railmark Industrial Railway Inc. Mississippi Division**

Railmark Holdings, Inc. (Railmark), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Railmark Industrial Railway Inc. d/b/a Railmark Industrial Railway Inc. Mississippi Division (RIR), upon RIR’s becoming a Class III rail carrier. Railmark currently controls the Yreka Western Railroad (Yreka), a Class III carrier, which operates solely in the state of California.

This transaction is related to a concurrently filed verified notice of exemption in *Railmark Industrial Railway—Change in Operator Exemption—Mississippi Central Railroad*, Docket No. FD 36773, in which RIR seeks Board approval to lease and operate approximately 10 miles of rail line extending between Norfolk Southern Railway Company’s “Tuka Wye” at milepost 0.0 and the Tri-State Commerce Park at approximately milepost 10.0 in Tishomingo County, Miss.

RIR represents that: (1) RIR does not connect with any of the railroads in Railmark’s corporate family; (2) the transaction is not part of a series of anticipated transactions that would connect RIR with the rail lines of any other carrier in Railmark’s corporate family; and (3) the transaction does not involve a Class I carrier. Therefore, the

transaction is exempt from the prior approval requirements of 49 U.S.C. 1123. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Accordingly, because this transaction involves Class III rail carriers only, the Board may not impose labor protective conditions here.

The earliest this transaction may be consummated is June 5, 2024, the effective date of the exemption (30 days after the verified notice was filed). If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(g) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by May 29, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36774, must be filed with the Surface Transportation Board either 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 Railmark's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

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

Decided: May 17, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2024-11239 Filed 5-21-24; 8:45 am]

**BILLING CODE 4915-01-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2024-1625]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Part 65— Certification: Airmen Other Than Flight Crewmembers, Subpart C—Aircraft Dispatchers and Appendix A to Part 65—Aircraft Dispatcher Courses

**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. This collection involves the information that each applicant for an aircraft dispatcher certificate or FAA approval of an aircraft dispatcher course must submit to the FAA. These applications, reports and training course materials are provided to the local FAA Flight Standards District Office that oversees the certificates and FAA approvals. The collection is necessary for the FAA to determine qualification and the ability of the applicant to safely dispatch aircraft. Without this collection of information, applicants for a certificate or course approval would not be able to receive certification or approval. The collection of information for those who choose to train aircraft dispatcher applicants is to protect the applicants by ensuring that they are properly trained.

**DATES:** Written comments should be submitted by July 22, 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 Road, Suite 200, Coraopolis, PA 15108. By fax: 412-239-3063.

**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:* 2120-0648.

*Title:* Part 65—Certification: Airmen Other Than Flight Crewmembers, Subpart C—Aircraft Dispatchers and Appendix A to Part 65—Aircraft Dispatcher Courses.

*Form Numbers:* None.

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

*Background:* This collection involves the information that each applicant for an aircraft dispatcher certificate or FAA approval of an aircraft dispatcher course must submit to the FAA to comply with 14 CFR part 65, subpart C and appendix A. These applications, reports and training course materials are provided to the responsible FAA Flight Standards Office that oversees the certificates and FAA approvals.

This collection involves the knowledge testing that each applicant for an aircraft dispatcher certificate must successfully complete or information required to obtain FAA approval of an aircraft dispatcher course in order to comply with 14 CFR part 65, subpart C and Appendix A. These applications, reports and training course materials are provided to the responsible FAA Flight Standards Office which oversees the certificates and FAA approvals.

The collection is necessary for the FAA to determine qualification and the ability of the applicant to safely dispatch aircraft. Without this collection of information, applicants for a certificate or course approval would not be able to receive certification or approval. The collection of information for those who choose to train aircraft dispatcher applicants is to protect the applicants by ensuring that they are properly trained.

*Respondents:* 54 Dispatch Schools and 756 Students.

*Frequency:* As required by regulation.

*Estimated Average Burden per Response:* Varies by Requirement.

*Estimated Total Annual Burden:* 5,474 Hours.

Issued in Washington, DC, on May 17, 2024.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS-260.*

[FR Doc. 2024-11213 Filed 5-21-24; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

#### FEDERAL RESERVE SYSTEM

#### FEDERAL DEPOSIT INSURANCE CORPORATION

#### Agency Information Collection Activities; Submission for OMB Review; Comment Request

**AGENCY:** Office of the Comptroller of the  
Currency (OCC), Treasury; Board of