

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) <sup>1</sup> to subsidize continued rail service has been received, this exemption will be effective on May 6, 2020, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2) <sup>2</sup> must be filed by April 16, 2020. <sup>3</sup> Petitions for reconsideration must be filed by April 27, 2020, with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001.

A copy of any petition filed with Board should be sent to Iowa Railway's representative, Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1666, Chicago, IL 60604-1228.

If the verified notice contains false or misleading information, the exemption is void ab initio.

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

Decided: April 1, 2020.

By the Board, Allison C. Davis, Director, Office of Proceedings.

**Kenyatta Clay,**  
Clearance Clerk.

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<sup>1</sup> Persons interested in submitting an OFA to subsidize continued rail service must first file a formal expression of intent to file an offer, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>2</sup> The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

<sup>3</sup> As explained in the Board's decision served concurrently in this docket, requests for issuance of a notice of interim trail use or abandonment under the National Trails System Act will not be accepted. Moreover, because this is a discontinuance proceeding and not an abandonment, public use conditions are not appropriate. Furthermore, no environmental review is required because the Line was previously abandoned and an environmental review was conducted in that proceeding. See *Chi. & N. W. Transp. Co.—Aban. Exemption—Mason City, Iowa*, AB 1 (Sub-No. 205X) (ICC served Jan. 19, 1988) (environmental review).

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2020-0059]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Extended Operations (ETOPS) of Multi-Engine Airplanes

**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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 22, 2020. The collection involves information related to Extended Operations of Multi Engine Airplanes. A final rule published on January 16, 2007 codified previous practices that permitted certificated air carriers to operate two-engine airplanes over long range routes. The FAA uses this information collection to ensure that aircraft for long range flights are equipped to minimize diversions, to preclude and prevent diversions in remote areas, and to ensure that all personnel are trained to minimize any adverse impacts of a diversion.

**DATES:** Written comments should be submitted by May 6, 2020.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW, Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Timothy McClain by email at: [Timothy.McClain@faa.gov](mailto:Timothy.McClain@faa.gov); phone: 202-267-4112

#### 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:* 2120-0718.

*Title:* Extended Operations (ETOPS) of Multi-Engine Airplanes.

*Form Numbers:* None.

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

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 22, 2020 (85 FR 3742). The final rule codified the previous practices that permitted certificated air carriers to operate two-engine airplanes over these long-range routes and extended the procedures for extended operations to all passenger-carrying operations on routes beyond 180 minutes from an alternate airport. This option is voluntary for operators and manufacturers. The FAA uses this information collection to ensure that aircraft for long range flights are equipped to minimize diversions, to preclude and prevent diversions in remote areas, and to ensure that all personnel are trained to minimize any adverse impacts of a diversion.

*Respondents:* Approximately 20 Operators and 4 Manufacturers and 7 future operators.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* Burden per Operator varies per operation.

*Estimated Total Annual Burden:* 36,536 Hours.

Issued in Washington, DC, on March 31, 2020.

**Sandra L. Ray,**  
*Aviation Safety Inspector, FAA, Policy Integration Branch, AFS-270.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land Use Assurance; Arlington Municipal Airport, Arlington, WA

**AGENCY:** Federal Aviation Administration, (FAA), DOT.