

COVID-19 Vaccine Air Transport Team's work with air carriers, and other aviation stakeholders to aid in the safe, expeditious, and efficient transport of the COVID-19 vaccines. This new collection would enable the FAA to collect voluntary information from air carriers authorized to operate under parts 121 and 135 of title 14, Code of Federal Regulations (14 CFR) that participate or have participated in transport of the COVID-19 vaccines.

The continuing mission of the FAA is to provide the safest, most efficient aerospace system in the world. The FAA's authority on aviation safety is found in title 49, United States Code (U.S.C.). The authority described in 49 U.S.C. 106(f) vests final authority in the Administrator to carry out all functions, powers, and duties of the Administration relating to the promulgation of regulations, rules, orders, circulars, bulletins, and other official publications of the Administration. Section 44701(a)(5) of title 49, U.S.C. also requires the Administrator to promulgate regulations and minimum standards for other practices, methods, and procedures the Administrator finds necessary for safety in air commerce and national security. Pursuant to 49 U.S.C. 44701(b)(1), the Administrator may prescribe minimum safety standards for an air carrier to whom an air carrier operating certificate is issued under 49 U.S.C. 44705. When prescribing a regulation or minimum standard under section 44701(a) or (b), the Administrator must consider the duty of an air carrier to provide service with the highest possible degree of safety in the public interest, as prescribed by 49 U.S.C. 44701(d). Regulations and minimum standards necessary for the safe and efficient air transport of the COVID-19 vaccines are within the scope of these authorities and are in the public interest. The safe and efficient distribution of COVID-19 vaccines helps save lives, reduce the severity of COVID-19 illnesses and the associated strains on healthcare systems, and facilitate economic recovery.

The FAA has worked closely with air carriers, industry associations, and other aviation stakeholders to address safety matters, such as changed packaging configurations, data loggers, and increased dry ice limits in the context of air carrier operations to support transport of the COVID-19 vaccines. For example, on December 10, 2020, the FAA issued "Safety Alert for Operators

20017,"¹ which identifies specific considerations related to the air transport of dry ice.

Since December 4, 2020, the Department of Transportation and the FAA have led a recurrent Vaccine Distribution Engagement Meeting (VDEM) to bring together government and industry to share ideas, successes, challenges, and ask questions related to transporting the COVID-19 vaccines. Aviation industry associations, air carriers, government partners, and other stakeholders have engaged to provide information and voice concerns—with no consensus recommendations sought for any governmental action—related to the logistics of transport by air of the COVID-19 vaccines. The entities represented at the recurrent VDEMs have collaborated to successfully transport the COVID-19 vaccines, while upholding the highest standards of aviation safety.

During VDEMs, both FAA and industry stakeholders identified common interest in querying participants to capture lessons learned. Accordingly, the FAA seeks voluntary information from air carriers authorized to operate under 14 CFR parts 121 and 135 that participate or have participated in transport of the COVID-19 vaccines. Information collected from these stakeholders may further enhance safety efforts and facilitate development of pertinent regulations, minimum standards, guidance, and other information.

Questions

1. Did the volume of vaccines transported per pound of dry ice increase over the duration of the COVID-19 pandemic? Please provide data that captures the change.
2. Were there observed lower sublimation rates due to improved packaging technology or other factors, and to what factors do you attribute these lower sublimation rates?
3. What risk mitigations have you utilized to enable safe and efficient air operations with larger than normal quantities of dry ice?
4. Was there anything that limited your ability to transport COVID-19 vaccines efficiently while maintaining aviation safety? If so, please describe.
5. What are key takeaways or accomplishments from the COVID-19 vaccine transportation effort over the past year that show the value of working closely with shippers, airframe manufacturers, and the FAA for data-driven safe and efficient operations?

¹ Available at: https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safo/media/2020/SAFO20017.pdf.

6. What additional regulations, minimum standards, guidance, or other information would you like to see concerning the air transport of dry ice?

Respondents: The FAA estimates that a total of 39 entities will voluntarily submit responses for this information collection request.

Frequency: The FAA expects the submissions warrant a one-time burden to take place over the next three to six months for entities that choose to comply. The FAA may conduct this survey additional times, depending upon the duration of the COVID-19 pandemic, any significant developments in COVID-19 vaccine logistics and transport, and interest from VDEM participants.

Estimated Average Burden per Response: 5 hours reporting and 0 hours recordkeeping.

Estimated Total Annual Burden: 195 hours reporting and 0 hours recordkeeping.

Issued in Washington, DC, on January 27, 2022.

Daniel Benjamin Supko,

Executive Director, FAA, Office of Hazardous Materials Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2022-0002-N-2]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before April 4, 2022.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on [regulations.gov](https://www.regulations.gov) to the docket, Docket No. FRA-2022-0002. All comments received will be posted without change to the docket,

including any personal information provided. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FURTHER INFORMATION CONTACT: Ms. Hodan Wells, Information Collection Clearance Officer, at email: *hodan.wells@dot.gov* or telephone: (202) 493-0440.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days’ notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute

its functions, including whether the activities will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources

expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summaries below describe the ICRs that FRA will submit for OMB clearance as the PRA requires:

Title: Certification of Glazing Materials.

OMB Control Number: 2130–0525.

Abstract: The collection of information is set forth under 49 CFR part 223, which requires the certification and permanent marking of glazing materials by the manufacturer. The manufacturer is also responsible for making available test verification data to railroads and to FRA upon request.

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Businesses (railroads and manufacturers of glazing materials).

Form(s): N/A.

Respondent Universe: 704 railroads and 5 manufacturers.

Frequency of Submission: On occasion.

Reporting Burden:

CFR section ¹	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total cost equivalent
		(A)	(B)	(C) = A * B	(D) = C * wage rate ²
223.3(c)—Application—Locomotives, passenger cars, and cabooses less than 50 years old and not used exclusively for excursion, educational, recreational, or private transportation purposes.	704 railroads	400 marked tools (small hammers with instructions).	30 minutes	200.00 hours	\$11,978.00
223.11(c)—Requirements for existing locomotives built or rebuilt prior to July 1, 1980, equipped with certified glazing in all locomotive cab windows.	704 railroads	10 renewal waivers	4 hours	40.00 hours	4,609.60
—(d)(1) Locomotive placed in designated service due to a damaged or broken cab window—Stenciled “Designated Service—DO NOT OCCUPY”.	704 railroads	15 stencilings	3 minutes .....	.75 hour	44.92
—(d)(2) Locomotives removed from service until broken or damaged windows are replaced with certified glazing.	Glazing certification for locomotive replacement windows is done at the time of manufacturing. Consequently, there is no additional burden associated with this requirement.				
223.13(c)—Requirements for existing cabooses built or rebuilt prior to July 1, 1980, equipped with certified glazing in all windows.	704 railroads	2 renewal waivers	4 hours	8.00 hours	921.92
—(d) Cabooses removed from service until broken or damaged windows are replaced with certified glazing.	Glazing certification for caboose replacement windows is done at the time of manufacturing. Consequently, there is no additional burden associated with this requirement.				
223.15(c)—Requirements for existing passenger cars built or rebuilt prior to July 1, 1980, equipped with certified glazing in all windows plus four emergency windows.	704 railroads	2 renewal waivers	4 hours	8 hours	922
—(d) Passenger cars removed from service until broken/damaged windows are replaced with certified glazing.	Glazing certification for passenger car replacement windows is done at the time of manufacturing. Consequently, there is no additional burden associated with this requirement.				
Appendix A—(b)(16)—Certification of glazing materials—Manufacturers to certify in writing that glazing material meets the requirements of this section.	5 manufacturers ...	10 certifications	30 minutes	5.00 hours	387.20
—(c) Identification and marking of each unit of glazing material.	5 manufacturers ...	25,000 marked pieces ..	480 pieces per hour	52.08 hours	3,119.07

CFR section ¹	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total cost equivalent
	.....	(A)	(B)	(C) = A * B	(D) = C * wage rate ²
Total	704 railroads + 5 manufacturers.	25,439 responses	N/A	314 hours	21,983

Total Estimated Annual Responses: 25,439.
Total Estimated Annual Burden: 314 hours.
Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$21,983.
Title: Disqualification Proceedings.
OMB Control Number: 2130-0529.
Abstract: FRA regulations at 49 CFR part 209, subpart D, explain FRA’s responsibilities, and the rights and responsibilities of railroads and railroad employees, regarding disqualification procedures. For example, § 209.331, enforcement of a disqualification order,

requires: (a) A railroad employing or formerly employing a disqualified individual to disclose the terms and conditions of the order to the individual’s new or prospective employer railroad; (b) a railroad considering hiring an individual in a safety-sensitive position to inquire from the individual’s prior employer railroad whether the individual is serving under a disqualification order; and (c) a disqualified individual to inform the individual’s employer of the disqualification order, provide a copy of

the order to the employer, inform a prospective employer railroad of the disqualification order, and provide a copy of the order.
Type of Request: Extension without change (with changes in estimates) of a currently approved collection.
Affected Public: Businesses.
Form(s): N/A.
Respondent Universe: 86,000 railroad employees and 754 railroads.
Frequency of Submission: On occasion.
Reporting Burden:

CFR section ³	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total cost equivalent
	.....	(A)	(B)	(C) = A * B	(D) = C * wage rate
209.307(a)—Reply—Within 30 days after receipt of the notice of proposed disqualification issued under § 209.305, the respondent shall reply in writing to the charges. —(b) Reply—Request for an extension ...	86,000 employees	12 replies	3 hours	36.00 hours	\$2,224.44
	86,000 employees	2 requests	30 minutes	1.00 hour	61.79
209.309(a)–(b)—Informal response by railroad employee to a notice of proposed disqualification. —(h) Informal response—Request for an extension.	The estimated paperwork burden associated with this regulatory requirement is covered under § 209.307.				
209.331(a)—Enforcement of disqualification order—A railroad that employs or formerly employed an individual serving under a disqualification order must inform other prospective employers. —(b) Enforcement of disqualification order—Personnel background check.	86,000 employees	4 requests	30 minutes	2.00 hours	123.58
—(c) Enforcement of disqualification order—Individual subject to disqualification order to inform employer and provide copy to employer within 5 days after receipt of such order.	754 railroads	1 notification letter + 1 information letter.	30 minutes + 30 minutes.	1 hour	77.44
	This is a common practice for the railroad industry to do routine personnel checks on individuals whom they are planning on hiring. Thus, there is no burden associated with this requirement.				
	86,000 employees	1 disqualification letter + 1 copy of disqualification letter.	30 minutes + 30 minutes.	1 hour	61.79
Total	86,000 employees + 754 railroads.	22 responses	N/A	41.00 hours	2,549

Total Estimated Annual Responses: 22.
Total Estimated Annual Burden: 41 hours.
Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$2,549.
 Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA

informs all interested parties that a respondent is not required to respond to, conduct, or sponsor a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.
Brett A. Jortland,
Deputy Chief Counsel.
 [FR Doc. 2022-02108 Filed 2-1-22; 8:45 am]
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¹ The current inventory exhibits a total burden of 269 hours while the total burden of this notice is 314 hours. As part of its review of this ICR renewal, FRA determined some of the previous estimates were outdated.
² Throughout this notice, the dollar equivalent cost is derived from the Surface Transportation

Board’s 2020 Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes a 75-percent overhead charge.
³ The current inventory exhibits a total burden of 5 hours while the total burden of this notice is 41 hours. As part of its review of this ICR renewal, FRA determined some of the previous estimates

were outdated. Additionally, the requirements under §§ 209.311 through 209.327 are exempted from the PRA under 5 CFR 1320.4(a)(2). Since these provisions pertain to an administrative action or investigation, there is no PRA burden associated with these requirements.