

be mailed or delivered to GTRAA, Attn: Matt Dowell, A.A.E, Executive Director, 2080 Airport Rd, Columbus, MS 39701

Interested persons may inspect the request and supporting documents by contacting the FAA at the address listed under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT:

David Shumate, Program Manager, Jackson Airports District Office, 100 West Cross St., Suite B, Jackson, MS 39208–2307. The land release request may be reviewed in person at this same location.

Issued in Jackson, Mississippi, on December 1, 2022.

Rans D. Black,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 2022–26509 Filed 12–6–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2022–0193]

Agency Information Collection

Activities: Requests for Comments; Clearance of New Approval of Information Collection: ICAO CO₂ Certification Database

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 initial **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 26, 2022. The collection involves the possibility for airplane manufacturers, for which a newly built airplane is subject to the applicability of Annex 16, Volume III of the Convention on Civil Aviation (hereinafter the “Chicago Convention”), to submit an electronic datasheet to the FAA for posting to the CO₂ Certification Database (CO₂DB). The information to be collected will be necessary because of FAA’s commitment to help (a) provide publicly available data on the CO₂ Metric Value (MV) which represents a measure of fuel burn performance of airplane types against CO₂ technology/design standards, (b) track and communicate the

improvement in airplane CO₂ MVs over time and (c) provide an incentive to improve the CO₂ MV of airplane types.

DATES: Written comments should be submitted by January 6, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Laszlo Windhoffer by email at: Laszlo.Windhoffer@faa.gov; phone: 202–267–4741.

SUPPLEMENTARY INFORMATION:

Supporting Statement A
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.

OMB Control Number: 2120–XXXX.
Title: ICAO CO₂ Certification Database (CO₂DB).

Form Numbers: FAA Form 1240–6.

Type of Review: Clearance of a new information collection.

Background: The initial **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 26, 2022 (87 FR 24606).

In March 2017, the International Civil Aviation Organization (ICAO) Council adopted the Volume III of Annex 16 of the Chicago Convention (Environmental Protection) for the implementation of a new airplane CO₂ emissions standard. The Standard will apply to new airplane type designs from 2020, and to airplane type designs already in-production as of 2023. Those in-production airplane which by 2028 do not meet the standard will no longer be able to be produced unless their designs are sufficiently modified to comply with the in-production standard.

To support the implementation of Annex 16 Volume III, ICAO agreed that, similar to noise and engine emissions, an ICAO CO₂ Certification Database (CO₂DB) should be developed and continuously maintained in a publicly accessible manner. The U.S. Federal

Aviation Administration will host the new database on behalf of ICAO.

The aim of the CO₂DB is to (a) Provide publicly available data on the CO₂ Metric Value (MV) which represents a measure of fuel burn performance of airplane types against CO₂ technology/design standards, (b) Track and communicate the improvement in airplane CO₂ MVs over time and (c) Provide an incentive to improve the CO₂ MV of airplane types.

The collection of data towards the CO₂DB is expected to leverage the Airplane Airworthiness Certification process, which includes; airplane performance measurement, computation of relevant metrics (e.g., CO₂ MV) and submission of the information to the Certifying Authority (CA) of the State of Design. As part of the airworthiness certification process, the data/information is reviewed by the CA and approved. Given that the submission of information into the CO₂DB is voluntary, it is expected that the applicant (e.g., airplane manufacturer) will decide to submit a CO₂DB Datasheet to its CA and ultimately to the U.S. FAA. If the applicant decides to submit information to the CO₂DB, the applicant will prepare a CO₂DB Datasheet by using the CO₂DB Datasheet Template that will be publicly available via the CO₂DB web page expected to be hosted on the FAA Office of Environment and Energy website. Once the U.S. FAA collects the CO₂DB Datasheets it may conduct an information check to identify any gross errors or mistakes. Similar to other ICAO environment databases, the entity submitting the information (in this case the applicant) will be solely responsible for the accuracy of the information. If there are any questions about submissions, the U.S. FAA will communicate with the applicant to attempt to address any issues.

CO₂DB Datasheets will then be integrated into the CO₂DB and the records of changes will be updated. It is expected that the database will be available for download in a common table format (e.g., Microsoft Excel file) as well as a collection of the submitted CO₂DB Datasheets. Additional background and supporting information will also be available on the CO₂DB website along with a Support Function communication mechanism (e.g., email address).

Respondents: Respondents will be airplane manufacturers (or “applicants”) subject to the applicability of Annex 16, Volume III of the Chicago Convention. From the outset, FAA expects about 3 U.S. airplane applicants to submit CO₂DB

Datasheets for their certified airplanes. It should be noted that additional respondents from outside the United States (*i.e.*, Airplane Manufacturers for which the Certifying Authority is another ICAO Member State than the United States) are expected to submit CO₂DB Datasheets to the CO₂DB for their certified airplane. These non-US applicants were assumed to be outside the scope of the burden analysis contained in Supporting Statement A and were therefore not included as respondents.

Frequency: If they decide to submit information to the CO₂DB, the manufacturers will submit data after the certification of an airplane. It is expected that manufacturers would submit one CO₂DB Datasheet for each airplane model. As described in Supporting Statement A and based on historical frequency of airplane certification, each U.S. manufacturer could be expected to certify up to two new models every three years. Thus, in mathematical terms, the FAA would expect to receive an average of two thirds of one datasheet per year and per respondent.

Estimated Average Burden per Response: It is expected that filling and submitting a CO₂DB Datasheet could take approximately 2.5 hours.

Estimated Total Annual Burden: Based on the above, FAA expects that the annual submission of CO₂DB Datasheet by U.S. airplane manufacturers could take approximately 5 hours for an average of 2 submissions per year (\$368 in filing and submission costs). This is estimated for all 3 U.S. airplane manufacturers.

Issued in Washington, DC, on December 1, 2022.

Kevin Welsh,

Executive Director, Office of Environment and Energy, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for the Federal-State Partnership for Intercity Passenger Rail Program

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

ACTION: Notice of Funding Opportunity (NOFO or notice).

SUMMARY: This notice (FSP-National) details the application requirements and procedures to obtain grant funding for

projects not located on the Northeast Corridor under the Federal-State Partnership for Intercity Passenger Rail Program (FSP Program) for Fiscal Year 2022. The FSP-National notice solicits applications for FSP funds made available by the Consolidated Appropriations Act, 2022, and the Infrastructure Investment and Jobs Act. The opportunity described in this notice is made available under Assistance Listings Number 20.326, "Federal-State Partnership for Intercity Passenger Rail."

DATES: Applications for funding under this solicitation are due no later than 5 p.m. ET, March 7, 2023. Applications that are incomplete or received after 5 p.m. ET, on March 7, 2023 will not be considered for funding. See *Section D* of this notice for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via www.Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Deborah Kobrin, Office of Rail Program Development, Federal Railroad Administration, 1200 New Jersey Ave SE, Washington, DC 20590; or Mr. Sergio Coronado, Office of Rail Program Development, Federal Railroad Administration, 55 Broadway, Cambridge, MA 02142. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to assure timely receipt of materials before the application deadline.

FOR FURTHER INFORMATION CONTACT: For further information concerning this Notice, please contact the FRA NOFO Support program staff via email at FRA-NOFO-Support@dot.gov. If additional assistance is needed, you may contact Mr. Douglas Gascon, Office of Policy and Planning, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W38-212, Washington, DC 20590; email: douglas.gascon@dot.gov; or telephone: 202-493-2039; or Mr. Sergio Coronado, Office of Rail Program Development, Federal Railroad Administration, 55 Broadway, Cambridge, MA 02142; email: Sergio.Coronado@dot.gov; telephone: 617-571-1213; or Ms. Deborah Kobrin, Office of Rail Program

Development, Federal Railroad Administration, 1200 New Jersey Ave SE, Room W33-311, Washington, DC 20590; email: deborah.kobrin@dot.gov; telephone: 202-493-0765.

SUPPLEMENTARY INFORMATION: *Notice to applicants:* FRA recommends that applicants read this notice in its entirety prior to preparing application materials. Definitions of key terms used throughout the NOFO are provided in *Section A(2)* below. These key terms are capitalized throughout the NOFO. There are several administrative and specific eligibility requirements described herein with which applicants must comply. Additionally, applicants should note that the required Project Narrative component of the application package may not exceed 25 pages in length.

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A. Program Description

1. Overview

Our nation's rail network is a critical component of the U.S. transportation system and economy. The FSP Program provides a Federal funding opportunity to improve American passenger rail assets to expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved, reduce the state of good repair backlog, improve performance, and enhance rail safety. The purpose of this notice is to solicit applications for projects not located on the Northeast Corridor (NEC) through the competitive FSP Program.

This FSP-National NOFO describes funding available, application submission requirements, and the selection and evaluation criteria for projects not located on the Northeast Corridor. The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 14, 2021) (IIJA) provided distinct selection and evaluation criteria for projects located on the NEC and for projects not located on the NEC. FRA will publish a separate Notice for projects located on the NEC. Those projects are not eligible for funding under this announcement.

The FSP Program is authorized in Sections 22106 and 22307 of the IIJA, codified at 49 U.S.C. 24911, and this NOFO is funded by IIJA supplemental