

*Subjects:* In this notice, the Board is requesting comments on the following information collection:

### Description of Collection

*Title:* Classification Index Survey Form.

*OMB Control Number:* 2140–00XX.

*Form Number:* Classification Index Survey Form.

*Type of Review:* Existing Collection without an OMB Control Number.

*Respondents:* All railroad companies not required to file an Annual Report (Form R–1).

*Number of Respondents:* One per year.

*Estimated Time per Response:* Less than 24 hours. This estimate includes time spent reviewing instructions; searching existing data sources; gathering and maintaining the data needed; completing and reviewing the collection of information; and converting the data from the carrier's individual accounting system.

*Frequency of Response:* On occasion.

*Total Annual Hour Burden:* Less than 24 hours annually.

*Total Annual "Non-Hour Burden"*

*Cost:* The Classification Index Survey Form may be submitted electronically without non-hourly costs.

*Needs and Uses:* Railroads are classified by size into groups of large, medium, and small carriers. The Board must determine the classification of each rail carrier as a Class I, Class II, or Class III railroad. Railroads with a Class I classification (large railroads) must file Annual Reports (Form R–1) under 49 U.S.C. 11145. See OMB Control Number 2140–0009 (Class I Railroad Annual Reports). These reports are used by the Board, other Federal agencies, and industry groups to monitor and assess railroad industry growth, financial stability, traffic, and operations, and to identify industry changes that may affect national transportation policy. All other railroads (those not required to file an (R–1) Annual Report) shall annually compute their adjusted revenues using the "railroad revenue deflator formula," and, if the computation derived from that formula indicates a change in a carrier's classification, that carrier must submit a "Classification Index Survey Form" to the Board pursuant to 49 CFR 1201 General Instructions 1–1 and § 1241.15.

Under the PRA, a federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 49 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or

provide information to the agency, third parties, or the public. Under 44 U.S.C. 3506(c)(2)(A), federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: April 26, 2023.

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2023–09153 Filed 4–28–23; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2023–0976]

#### Agency Information Collection

#### Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: National Air Tours Safety Standards

**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 requirements in FAA regulations that set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tours to submit information.

**DATES:** Written comments should be submitted by June 30, 2023.

**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, Voluntary Programs and Rulemaking Section AFS–260, 1187 Thorn Run Road, Suite 200, Coraopolis, PA 15108.

*By fax:* 412–239–3063.

#### FOR FURTHER INFORMATION CONTACT:

*Sandra.ray@faa.gov*; phone: 412–329–3088.

#### 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:* 2120–0717.

*Title:* National Air Tours Safety Standards.

*Form Numbers:* None.

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

*Background:* FAA regulations set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tour operators to submit information. The FAA uses the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, take enforcement action on violators of the regulations.

*Respondents:* Commercial Air Tour Operators.

*Frequency:* Information is collected on occasion.

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

*Estimated Total Annual Burden:* 1,400 Hours.

Issued in Washington, DC, on April 26, 2023.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS–260.*

[FR Doc. 2023–09117 Filed 4–28–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice of ADAP/FAAP Property Release; Hillsboro Airport, Hillsboro, Oregon

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

**ACTION:** Notice.

**SUMMARY:** Notice is being given that the FAA is considering a request from the Port of Portland, Oregon to waive the ADAP/FAAP property requirements and dispose of approximately 5.6 acres of airport property located at Hillsboro Airport, in Hillsboro, Oregon.

**DATES:** Comments are due within 30 days of the date of the publication of this notice in the **Federal Register**.

Emailed comments can be provided to Mr. Tim House, Lead Planner, Seattle Airports District Office, [timothy.a.house@faa.gov](mailto:timothy.a.house@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Tim House, Lead Planner, Seattle Airports District Office, 2200 S 216 St., Des Moines, WA 98198, [timothy.a.house@faa.gov](mailto:timothy.a.house@faa.gov), (206) 231-4248. Documents reflecting this FAA action may be reviewed at the above locations.

**SUPPLEMENTARY INFORMATION:** Under the provisions of Title 49, U.S.C. 47153(c), and 47107(h)(2), the FAA is considering a proposal from the Port of Portland, to release a portion of the Hillsboro Municipal Airport from aeronautical use to non-aeronautical use and dispose of the property. The property is separated from the aeronautical area of the airport by NE 25th Ave and has been determined through study that the subject parcel will not be needed for aeronautical purposes. The property will be utilized by the City of Hillsboro to develop a Public Safety Facility. There will be proceeds generated from the proposed release of this property. The Port will receive not less than fair market value for the property and the revenue generated from the sale will be used for airport purposes.

The proposal consists of 5.6 acres, on the northwest side of the airport. The parcels do not have airfield access. The FAA concurs that the parcel is no longer needed for aeronautical purposes. The proposed use of this property is compatible with other airport operations in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in **Federal Register** on February 16, 1999.

Issued in Des Moines, Washington, on April 25, 2023.

**Warren D. Ferrell,**

*Manager, Seattle Airports District Office.*

[FR Doc. 2023-09109 Filed 4-28-23; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No.: FAA-2023-0855]

#### Request for Comments on the Federal Aviation Administration's Review of the Civil Aviation Noise Policy, Notice of Public Meeting

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

**ACTION:** Notice of public meeting; Request for comments.

**SUMMARY:** The FAA invites public comments from interested individuals,

entities, and other parties to review four key considerations of its civil aviation noise policy, in the context of noise metrics and noise thresholds. The civil aviation noise policy sets forth how the FAA analyzes, explains, and publicly presents changes in noise exposure from aviation activity: recreational and commercial fixed wing airplanes, helicopters, commercial space transportation vehicles, unmanned aircraft systems, as well as emerging technology vehicles (newer types of vehicles that will operate in U.S. airspace). The FAA will consider how changes to the civil aviation noise policy may better inform agency decisionmaking, the types of impacts it considers in making decisions (e.g., community annoyance, certain types of adverse health impacts highly correlated with aviation noise exposure), and potential improvements to how the FAA analyzes, explains, and presents changes in exposure to civil aviation noise.

#### **DATES:**

*Comments:* Send comments on or before July 31, 2023.

#### *Public Meetings:*

1. Tuesday, May 16, 2023, 1 to 3:00 p.m. Eastern Time (ET), virtual;
2. Thursday, May 18, 2023, 6 to 8:00 p.m. ET, virtual;
3. Tuesday, May 23, 2023, 9 to 11:00 p.m. ET, virtual; and
4. Thursday, May 25, 2023, 3 to 5:00 p.m. ET, virtual.

**ADDRESSES:** Send comments identified by docket number FAA-2023-0855 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

*Instructions:* For detailed instructions on submitting comments and additional information on the public meeting, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the

public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which you can review at <https://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <https://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### **FOR FURTHER INFORMATION CONTACT:**

For questions concerning this action, contact Mr. Donald S. Scata, Jr. or Ms. Krystyna Bednarczyk, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone (202) 267-6999; email [NoisePolicyReview@faa.gov](mailto:NoisePolicyReview@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

First, the FAA is reviewing research on the effects of exposure to aviation noise, including the correlation of exposure to aviation noise with adverse health impacts, economic impacts, and annoyance.

Second, the FAA is reviewing its standard noise metric that describes exposure to aircraft noise, and potential revisions to the choice of standard metric(s).

Third, the FAA is reviewing its definition of the threshold of significant noise exposure for actions analyzed under the National Environmental Policy Act of 1969 to determine if that threshold remains appropriate or requires revision.

Last, the FAA is examining the level of aircraft noise exposure below which land uses are considered "normally compatible" with airport operations, as that term is defined in the regulations implementing the Aviation Safety and Noise Abatement Act of 1979. This includes consideration of the criteria for application of noise mitigation measures to address adverse noise exposure in areas that the FAA currently considers to be "normally compatible" with airport operations under FAA's regulations.

The FAA will consider how changes to the civil aviation noise policy may better inform agency decisionmaking, the types of impacts it considers in making decisions (e.g., community annoyance, certain types of adverse health impacts highly correlated with aviation noise exposure), and potential improvements to how the FAA