

ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120–XXXX.

*Title:* Inflation Reduction Act Fueling Aviation’s Sustainable Transition Grant Program.

*Form Numbers:* OMB Number 4040–0004, 4040–0006, 4040–0007, 4040–0008, 4040–0009, 4040–0010.

*Type of Review:* New information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 24, 2023 (88 FR 33659). The FAA is using this collection to solicit the information necessary to evaluate and select sustainable aviation fuel and low-emission aviation technology projects for funding under the Inflation Reduction Act (IRA), signed on August 16, 2022. Section 40007 of the Inflation Reduction Act of 2022 directs the Secretary of Transportation to implement a “competitive grant program for eligible entities to carry out projects located in the United States that produce, transport, blend, or store sustainable aviation fuel, or develop, demonstrate, or apply low-emission aviation technologies.” The Department of Transportation (DOT), Federal Aviation Administration (FAA) is seeking to establish this new grant program—named the Fueling Aviation’s Sustainable Transition (FAST) Grant Program—and collect project proposals via a Notice of Funding Opportunity (NOFO). FAST will have elements focused on sustainable aviation fuel (SAF), to be termed FAST–SAF, and elements focused on low-emission aviation technologies, to be termed FAST-Tech. The program aims to reduce the greenhouse gas emissions (GHG) associated with the aviation sector, in line with the net-zero GHG by 2050 goal outlined in the U.S. Aviation Climate Action Plan. The amount of available funding for the two programs is \$244.53M and \$46.53M for FAST–SAF and FAST-Tech, respectively.

The NOFO will solicit project proposals from eligible entities. The collected information is required for FAA to evaluate proposals and distribute IRA funds to address U.S. climate goals. Eligible entities who elect to compete for funding and obtain benefits from the FAST Grant Program will submit project information. The information collected is based on grant criteria outlined in the IRA Section 40007.

The FAA will use information submitted to evaluate and select projects for funding that most closely align with

the criteria outlined in the NOFO. A team of subject matter experts in aircraft technology development and sustainable aviation fuels from the FAA and other government agencies will assess each application against the applicable criteria. The information FAA is collecting will include technical, project management, and cost proposals for candidate projects. Key evaluation criteria include the capacity for the project to increase the domestic production and deployment of SAF or the use of low-emission aviation technologies and the projected greenhouse gas emissions from such a project.

Project information will be solicited through a NOFO published to *grants.gov*. Applications will be collected via *grants.gov*. The NOFO will outline in detail the form of the full application.

*Respondents:* Eligible entities as outlined in IRA Section 40007.

*Frequency:* One-time application per phase of funding.

*Estimated Average Burden per Response:* Approximately 500 hours.

*Estimated Total Annual Burden:* Approximately 25,000 hours (assuming 50 applicants).

Issued in Washington, DC, on August 2, 2023.

**Julie Marks,**

*Executive Director (Acting), Federal Aviation Administration—Office of Environment and Energy.*

[FR Doc. 2023–16805 Filed 8–4–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2023–1480]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Continued Approval of Information Collection: Limited Recreational Unmanned Aircraft Operation Applications

**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 Office of Management and Budget (OMB) approval to continue information collection. The collection involves information related to recreational flying under the Exception for Limited Recreational Operations of Unmanned

Aircraft. The information collected will be used to recognize Community Based Organizations (CBOs), administer an aeronautical knowledge and safety test, establish fixed flying sites, approve standards and limitations for Unmanned Aircraft Systems (UAS) weighing more than 55 pounds, and designate FAA Recognized Identification Areas (FRIAs).

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

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
*www.regulations.gov* (Enter docket number into search field).

*By mail:* Alvin A Brunner, AFS–830/SPS, 800 Independence Ave. SW, Washington, DC 20591.

*By email:* *alvin.a.brunner@faa.gov*.

**FOR FURTHER INFORMATION CONTACT:**

Alvin Brunner by email at: *alvin.a.brunner@faa.gov*; phone: (405) 666–1024.

**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:* 2120–0794.

*Title:* Limited Recreational Unmanned Aircraft Operation Applications.

*Form Numbers:* Online collection.

*Type of Review:* Continued information collection.

*Background:* In 2018, Congress passed the FAA Reauthorization Act of 2018 (Pub. L. 115–254). Section 44809 of Public Law 115–254 allows a person to operate a small unmanned aircraft (UA) without specific certification or operating authority from the FAA if the operation adheres to certain limitations. These limitations require the FAA to recognize community-based organizations (CBOs), develop and administer an aeronautical knowledge and safety test, establish fixed flying sites, approve standards and limitations for unmanned aircraft weighing more than 55 pounds, and designate FAA Recognized Identification Areas (FRIAs).

The information will be collected online, primarily through the FAA’s DroneZone website. The information

collected will be limited to only that necessary for the FAA to complete a review of an application under the following statutory requirements:

- Section 44809(c)(1), Operations at Fixed Sites
- Section 44809(c)(2)(a), Standards and Limitations—UA Weighing More Than 55 Pounds
- Section 44809(c)(2)(b), Operations at Fixed Sites—UA Weighing More Than 55 Pounds
- Section 44809(g)(1), Aeronautical Knowledge and Safety Test
- Section 44809(i), Recognition of Community-Based Organizations

*Respondents:* Individuals and organizations operating under the Exception for Limited Recreational Operations of Unmanned Aircraft who wish to be recognized as CBOs, administer the aeronautical knowledge and safety test, establish fixed flying sites, have standards and limitations for unmanned aircraft weighing more than 55 pounds approved, and establish designated FRIAs.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* Varies depending on the type of stakeholder application. Fixed flying site applications (including more than 55 pound UAS and FRIA) are estimated to take 0.5 hours per applicant. CBO recognition and more than 55 pound UAS standards and limitations applications are estimated to take 1.0 hours per applicant.

*Estimated Total Annual Burden:* Varies depending on the type of stakeholder application. CBO recognition and more than 55 pound UAS standards and limitations applications are not recurring, resulting in a one-time annual burden of 1 hour per application. However, this number can vary greatly as incomplete applications are quickly denied, but complete application that include over 55 pound UAS can take two or more hours. Fixed flying site applications are required to be updated/renewed annually, resulting in a total annual burden of 0.5 hours per year.

The FAA estimates 25 CBO recognition/more than 55 pound UAS standards and limitations applications in the first year, totaling 25 hours. Fixed flying site applications (including more than 55 pound UAS and FRIA) are expected to number around 200 applications per year, totaling 100 hours.

Issued in Washington, DC, on August 2, 2023.

**D.C. Morris,**

*Aviation Safety Analyst, Flight Standards Service, General Aviation and Commercial Division.*

[FR Doc. 2023–16852 Filed 8–4–23; 8:45 am]

**BILLING CODE 4910–13–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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 1, 2023. 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 September 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](http://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:** Sandra 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.

*OMB Control Number:* 2120–0717.

*Title:* National Air Tours Safety

Standards.

*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 May 1, 2023 (88 FR 26640). 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 August 2, 2023.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS–260.*

[FR Doc. 2023–16769 Filed 8–4–23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2015–0480]

#### Commercial Driver’s License Standards: Application for Exemption Renewal; CRST The Transportation Solution (Formerly Known as CRST Expedited, Inc.)

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice of exemption renewal; request for comments.

**SUMMARY:** FMCSA announces its decision to provisionally renew the exemption currently held by CRST The Transportation Solution (CRST) (formerly known as CRST Expedited, Inc.) from the requirement that a commercial driver’s license (CDL) holder with the proper CDL class and endorsements be seated in the front seat