

Professional Responsibility (AXI-500) by email at: michael.raby@faa.gov; phone: (202) 604-2419.

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-XXXX.

Title: International Traveler Information Card.

Form Numbers: There are no FAA forms associated with this information collection.

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 1, 2024 (89 FR 35298). The International Traveler Information Card (ITIC) is an electronic form that FAA employees and contractors will complete prior to international travel on official business. The purpose of the form is to collect pertinent data to be used in the event a FAA employee and/or contractor are isolated overseas and require lifesaving assistance. This data will assist in the government's ability to properly identify individuals and provide, if necessary, medical support and personal items to FAA employees and contractors should they be isolated overseas.

The authority for this collection resides in Presidential Policy Directive (PPD)/PPD-30, 22 U.S.C. 4802 and 22 U.S.C. 3927. The duty of an agency with employees in foreign countries is to ensure they fully comply with all applicable directives of the Chief of Mission. In order to protect FAA personnel on official duty abroad, the ITIC documents the Personally Identifiable Information (PII) of FAA employees and contractors to help aid in their authentication and recovery. The ITIC requests the following PII: Name, Date of Birth, Gender, Height, Weight, Hair and Eye Color, Clothing and Shoe Size, Race/Ethnic Group, Blood Type, Scars/Marks/Tattoos, Known Medical Conditions, Current Medical Prescriptions, Allergies, Contact Information, Specialized Training, Language(s) Spoken, as well as information about their Emergency Contact. The traveler will also create a

Duress Word and Personal Authenticator Statements to aid in the identification.

This information will not be available to the public, and will be managed in accordance with applicable Records Management and Privacy Act policies. Only two International Travel Security Program Managers and the Senior Watch Officer of the Washington Operations Center can retrieve ITICs to aid employees and/or contractors during an isolating event, as determined by the Chief of Mission. The Chief of Mission, relying on situational factors, will make the ultimate decision on who this information is shared with, such as, but not limited to, the Department of Defense, in the event of a personnel recovery event.

Respondents: The FAA estimates that there will be 35 respondents based on the average number of contractors who travelled internationally on official business in fiscal years 2023-2024.

Frequency: As needed.

Estimated Average Burden per

Response: 0.5 hours.

Estimated Total Annual Burden: 17.5 hours for all responses.

Issued in Washington, DC, on November 8, 2024.

Michelle Salter,

Executive Director, FAA, Office of Investigations and Professional Responsibility.

[FR Doc. 2024-26852 Filed 12-10-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA-2025-2674]

Deadline for Notification of Intent To Use the Airport Improvement Program (AIP) Primary, Cargo, Nonprimary Entitlement Funds, and Discretionary Funds Available to Date for Fiscal Year 2025

AGENCY: Federal Aviation Administration (FAA), DOT

ACTION: Federal Register Notice.

SUMMARY: This action announces April 1, 2025, as the deadline for each airport sponsor to notify the FAA if it will use its Fiscal Year (FY) 2025 entitlement funds (referred to as apportionments) to accomplish Airport Improvement Program (AIP) eligible projects. Each sponsor has previously identified to the FAA such projects through the Airports Capital Improvement Plan (ACIP) process. This action also announces April 28, 2025, as the deadline for an airport sponsor to submit a final grant

application, based on bids, for grants that will be funded with FY 2025 entitlement funds only.

FOR FURTHER INFORMATION CONTACT: David F. Cushing, Manager, Airports Financial Assistance Division, APP-500, at (202) 267-8827.

SUPPLEMENTARY INFORMATION: Title 49 U.S.C. 47105(f) provides that the sponsor of an airport for which entitlement funds are apportioned shall notify the Secretary, by such time and in a form as prescribed by the Secretary, of the airport sponsor's intent to submit a grant application for its available entitlement funds. Therefore, the FAA is hereby notifying such airport sponsors of the steps required to ensure that the FAA has sufficient time to carry over and convert remaining entitlement funds.

The AIP grant program is authorized by Public Law 118-63, the "Federal Aviation Administration Reauthorization Act, 2024," enacted on May 16, 2024, which permits the FAA to make grants for planning and airport development and airport noise compatibility under the AIP through September 30, 2028. As of this notice, the funds allocated to the FAA to fund the AIP grant program are appropriated through December 20, 2024, by Public Law 118-83, the "Continuing Appropriations and Extensions Act, 2025," enacted on September 26, 2024. Apportioned funds will be subject to allocation formulas prescribed by 49 U.S.C. 47114 and any other applicable legislative text.

This notice applies only to sponsors of airports that have entitlement funds appropriated for FY 2025 to use on eligible and justified projects. State aviation agencies participating in the FAA's State Block Grant Program, as prescribed by 49 U.S.C. 47128, are responsible for notifying the FAA which covered nonprimary airports in their programs will be using their entitlement funds for eligible and justified projects.

An airport sponsor intending to apply any of its available entitlement funds, including those unused, but still available in accordance with 49 U.S.C. 47117 from prior years, must notify the FAA of its intent to submit a grant application by 12:00 p.m. prevailing local time on April 1, 2025.

This notice must be in writing and stipulate the total amount the sponsor intends to use for eligible and justified projects during FY 2025, including those entitlement funds not obligated from prior years that remain available in accordance with 49 U.S.C. 47117 (also known as protected carryover). These notifications are critical to ensure

efficient planning and administration of the AIP. Absent the notification of intent to submit a grant application by the above-mentioned deadline, the FAA will carry over the available entitlement funds on May 16, 2025. These funds will not be available again to the airport sponsor until the beginning of FY 2026.

The final grant application deadline for entitlement funds only is Monday, April 28, 2025. The final grant application funding requests should be based on bids, not estimates. Dates are subject to possible adjustment based on future legislation. As of the publication of this notice, the appropriations and the authorization legislation for the FAA expire on December 20, 2024, and September 30, 2028, respectively.

Sponsors wishing to be considered for AIP discretionary funding throughout FY 2025 should submit applications as soon as possible to FAA Regional or Airport District Offices. The FAA considers all applications submitted if they meet all existing laws, Federal regulations, and FAA policy.

The FAA considers applications on a rolling basis. The final deadline to submit grant applications competing for discretionary funding, in addition to entitlement funding, is June 16, 2025, by 11:59 p.m. Eastern Daylight Time. Under 49 U.S.C. 47115, the FAA considers projects that are the most appropriate to carry out the statute at any time prior to September 30, 2025.

The FAA has determined these deadlines will expedite and facilitate the FY 2025 grant-making process.

Issued in Washington, DC on December 5, 2024.

David F. Cushing,

Manager, Airports Financial Assistance Division.

[FR Doc. 2024-29036 Filed 12-10-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0044]

Trinity Railway Express's Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

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

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on October 30, 2024, Trinity Railway Express (TRE) submitted its Positive Train Control

Safety Plan (PTCSP), Version 2.0, dated October 30, 2024, to FRA's Secure Information Repository. TRE asks FRA to approve its updated PTCSP and certify TRE's Interoperable Electronic Train Management System (I-ETMS) as a "mixed" positive train control (PTC) system. As this RFA may involve a request for FRA's approval of proposed material modifications to an FRA-certified PTC system, FRA is publishing this notice and inviting public comment on TRE's RFA to its PTCSP.

DATES: FRA will consider comments received by February 10, 2025 before taking final action on the PTCSP. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this railroad is Docket No. FRA-2010-0044. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816-516-7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, title 49 United States Code (U.S.C.) section 20157(h) requires FRA to certify that a host railroad's PTC system complies with title 49 Code of Federal Regulations (CFR) part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA's approval of, an RFA to its PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on

October 30, 2024, TRE submitted an RFA to its PTCSP for its I-ETMS PTC system which seeks FRA's approval to change the classification of its PTC system to a Mixed PTC system. In its PTCSP, TRE asserts that the I-ETMS PTC system it is implementing is a mixed PTC system as defined in title 49 Code of Federal Regulations (CFR) 236.1015(e). The PTCSP describes TRE's I-ETMS implementation and the associated I-ETMS safety processes, safety analyses, and test, validation, and verification processes used during the development of I-ETMS. The PTCSP also contains TRE's operational and support requirements and procedures. That RFA is available in Docket No. FRA-2010-0044.

Interested parties are invited to comment on TRE's RFA to its PTCSP by submitting written comments or data. During FRA's review of TRE's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. See 49 CFR 236.1021; see also 49 CFR 236.1011(e). However, FRA may elect not to respond to any particular comment, and under 49 CFR 236.1009(d)(3), FRA maintains the authority to approve or disapprove the PTCSP at its sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov. To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

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