

107, to obtain a certificate of waiver, an applicant will have to submit a request containing a complete description of the proposed operation and a justification, including supporting data and documentation as necessary that establishes that the proposed operation can safely be conducted under the terms of a certificate of waiver. The FAA expects that the amount of data and analysis required as part of the application will be proportional to the specific relief that is requested.

Respondents: 26,495, including approximately 5,500 annual applications for waivers from certain sections of Part 107.

Frequency: On occasion.

Estimated Average Burden per Response: 45 minutes for non-part 107 waivers; 45.7 hours for part 107 waivers.

Estimated Total Annual Burden: 19,871 hours (not-part 107) + 251,520 (part 107) = 271,391 hours.

Issued in Washington, DC, on March 25, 2020.

Dwayne C. Morris,

Project Manager, Flight Standards Service, General Aviation and Commercial Division.

[FR Doc. 2020-06592 Filed 3-30-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2020-0303]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Small Unmanned Aircraft Systems (sUAS) Accident Reporting

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 renew an information collection. The FAA requires that small unmanned aircraft accidents be reported to the FAA if they result in injury or damage exceeding certain thresholds.

DATES: Written comments should be submitted by June 1, 2020.

ADDRESSES: Please send written comments:

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

By mail: Dwayne C. Morris, 800 Independence Ave. SW, Washington, DC 20591.

By fax: (202) 267-1078.

FOR FURTHER INFORMATION CONTACT: Joseph K. Hemler, Jr., by email at: Joseph.K.Hemler-Jr@faa.gov; phone: (202) 267-0159.

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: 2120-0767.

Title: Small Unmanned Aircraft Systems (sUAS) Accident Reporting.

Form Numbers: N/A (web portal: <https://faadronezone.faa.gov>).

Type of Review: Renewal.

Background: 14 CFR part 107 requires that a small unmanned aircraft accident be reported if it causes: (1) serious injury to any person or any loss of consciousness; or (2) damage to any property, other than the small unmanned aircraft, unless the cost of repair or fair market value in the event of total loss does not exceed \$500. The information collected by the FAA through its DroneZone web portal, Flight Standards District Offices, or one of the Regional Operations Centers or the Washington Operations Center for each small UAS accident will be used to investigate and determine regulatory compliance. In addition, the accident information will go into the FAA aircraft accident database for safety analysis purposes by the FAA Office of Accident Investigation and Analysis, pursuant to its statutory safety mission. As is currently the case for manned aircraft accidents, small UAS accident data will be made available to the public and the National Transportation Safety Board (NTSB).

Respondents: Approximately 35 per year.

Frequency: On occasion.

Estimated Average Burden per Response: 15 minutes.

Estimated Total Annual Burden: 8.75 hours.

Issued in Washington, DC, on March 25, 2020.

Dwayne C. Morris,

Project Manager, Flight Standards Service, General Aviation and Commercial Division.

[FR Doc. 2020-06603 Filed 3-30-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2020-0300]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: General Operating and Flight Rules—FAR 91

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 renew an information collection. The reporting and recordkeeping requirements of this collection are related to FAA rules governing the operation of aircraft (other than moored balloons, kites, rockets, unmanned free balloons, and small unmanned aircraft) within the United States. These reporting and recordkeeping requirements are necessary for the FAA to assure compliance with these provisions.

DATES: Written comments should be submitted by June 1, 2020.

ADDRESSES: Please send written comments:

By Electronic Docket:

www.regulations.gov (Enter docket number into search field).

By mail: Dwayne C. Morris, 800 Independence Ave. SW, Washington, DC 20591.

By fax: (202) 267-1078.

FOR FURTHER INFORMATION CONTACT: John L. Drago by email at: john.l.drago@faa.gov; phone: (330) 648-3887.

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: 2120-0005.

Title: General Operating and Flight Rules—FAR 91.

Form Numbers: None.

Type of Review: Renewal.

Background: The reporting and recordkeeping requirements of Federal Aviation Regulation (FAR) part 91, General Operating and Flight Rules, are authorized by part A of subtitle VII of the revised title 49 of the United States Code. FAR part 91 prescribes rules governing the operation of aircraft (other than moored balloons, kites, rockets, unmanned free balloons and small unmanned aircraft) within the United States. The reporting and recordkeeping requirements prescribed by various sections of FAR part 91 are necessary for FAA to assure compliance with these provisions. The information collected becomes a part of FAA's official records and is used only by the FAA for certification, compliance and enforcement, and when accidents, incidents, reports of noncompliance, safety programs, or other circumstances require reference to records. Without this information, the FAA would be unable to control and maintain the consistently high level of civil aviation safety we enjoy.

Respondents: Approximately 21,200 airmen, state or local governments, and businesses.

Frequency: On occasion.

Estimated Average Burden per

Response: 0.5 hours.

Estimated Total Annual Burden:

Reporting: 10,729; *Recordkeeping:* 224,454; *Total:* 235,183 hours.

Issued in Washington, DC, on March 26, 2020.

Dwayne C. Morris,

*Project Manager, Flight Standards Service,
General Aviation and Commercial Division.*

[FR Doc. 2020-06656 Filed 3-30-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2020-0023]

Regional Infrastructure Accelerator Program

AGENCY: Build America Bureau, U.S. Department of Transportation.

ACTION: Request for Information (RFI)—Extension of comment period.

SUMMARY: This notice extends the comment period for responding to this

RFI for an additional 30-days. The full text of the original RFI follows: The Fixing America's Surface Transportation Act (FAST), enacted in December 2015, authorized the establishment of a Regional Infrastructure Accelerator Demonstration Program (the Program) to assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. The Further Consolidated Appropriations Act, 2020 enacted on December 20, 2019 appropriated \$5 million for this Program.

DATES: Responses to this RFI are due no later than 11:59 p.m. 30 days after publication of this notice. The Bureau may hold an RFI information session(s) before the due date.

ADDRESSES: All responses MUST be submitted electronically via email to the Bureau at ria@dot.gov. Questions regarding the RFI may be submitted to the Bureau at ria@dot.gov.

FOR FURTHER INFORMATION CONTACT: For further information regarding this RFI please contact Sam Beydoun via email at sam.beydoun@dot.gov or via telephone at 202-366-2300. A TDD is available at 202-366-3993.

SUPPLEMENTARY INFORMATION:

The Build America Bureau (the Bureau) of the U.S. Department of Transportation (Department or DOT) is seeking input from interested parties with the intent to gather as much information as possible before implementing the Program.

The Bureau is issuing this RFI on the most effective, transparent and expedient way to implement the Program. Information gleaned from this effort will help inform the development of the Program and approach to designating and funding Regional Infrastructure Accelerators that will: (1) Serve a defined geographic area; and (2) act as a resource to qualified entities in the geographic area in accordance with Section 1441 of the FAST Act.

Background

The Bureau is responsible for driving transportation infrastructure development projects in the United States through innovative financing programs. Its mission is to provide access to the Bureau's credit programs in a streamlined, expedient and transparent manner. In accomplishing its mission, the Bureau also provides technical assistance and encourages innovative best practices in project planning, financing, delivery, and

monitoring. The Bureau draws upon the full resources of the Department of Transportation to best utilize the expertise of the Department's Operating Administrations while promoting a culture of innovation and customer service.

The Transportation Infrastructure Finance and Innovation Act of 1998¹ established a Federal credit program (TIFIA Program) for eligible transportation projects under which the Department may provide three forms of credit assistance—secured (direct) loans, loan guarantees, and standby lines of credit. The TIFIA Program's fundamental goal is to leverage federal funds by attracting substantial private and other non-Federal co-investment to support critical improvements to the Nation's surface transportation system. Eligible recipients of TIFIA credit assistance include State departments of transportation, transit operators, special authorities, local governments and private entities.

Demonstration Program

Section 1441 of the FAST Act (<https://www.transportation.gov/buildamerica/programs-and-services/regional-infrastructure-accelerators>) authorizes the Program to assist in developing improved infrastructure priorities and financing strategies for the accelerated development of eligible projects. It is envisioned that Regional Infrastructure Accelerator(s) will act as a resource and help facilitate delivery of projects within a designated geographic region while promoting investment in covered infrastructure projects. The Further Consolidated Appropriations Act, 2020 appropriated \$5 million to carry out the Program.

The goal of this RFI is to engage interested parties to obtain input into the most effective, transparent and expedient ways to structure and deliver the Program. Respondents to this RFI are encouraged to provide related information and answers to one or more of the following:

Structure

(1) What would be an effective form of the accelerator that could influence the development of infrastructure projects, and what type of structure and authority would be required for the establishment of a regional accelerator? Are there examples of such entities from around the country and abroad, or in other sectors that could be used as a model for the Program?

(2) What barriers such as regulatory, technical and institutional (public or

¹ Codified as 23 U.S.C. 601-609.