

Those who plan to participate may contact the meeting coordinator, LCDR Jessica Anderson, by email at [Jessica.P.Anderson@uscg.mil](mailto:Jessica.P.Anderson@uscg.mil), or in writing at 2703 Martin Luther King Jr. Ave. SE, Stop 7509, Washington, DC 20593–7509. Members of the public needing reasonable accommodation should advise LCDR Jessica Anderson not later than September 13, 2021. Requests made after that date will be considered, but might not be possible to fulfill.

Additional information regarding this and other IMO public meetings may be found at: <https://www.dco.uscg.mil/IMO>.

(Authority: 22 U.S.C. 2656 and 5 U.S.C. 552)

**Emily A. Rose,**

*Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, Department of State.*

[FR Doc. 2021–18000 Filed 8–20–21; 8:45 am]

**BILLING CODE 4710–05–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Adoption of the Missile Defense Agency's Final Environmental Impact Statement for Long Range Discrimination Radar (LRDR) Operations, Clear Air Force Station, Alaska (CAFS), and Record of Decision for Federal Aviation Administration Actions To Accommodate Testing and Operation of the LRDR at CAFS Under the Missile Defense Agency's Modified Operational Concept**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of the FAA's *Adoption of the Missile Defense Agency's Final Environmental Impact Statement for Long Range Discrimination Radar (LRDR) Operations, Clear Air Force Station, Alaska (CAFS), and Record of Decision for Federal Aviation Administration Actions to Accommodate Testing and Operation of the LRDR at CAFS under the Missile Defense Agency's Modified Operational Concept* ("the Adoption/ROD"). The Adoption/ROD documents: (1) The FAA's adoption of the Missile Defense Agency's (MDA) *Environmental Impact Statement (EIS) for Long Range Discrimination Radar (LRDR) Operations, Clear Air Force Station (CAFS), Alaska*; and (2) the FAA's decision to establish additional restricted areas to protect aviation from

high-intensity radiated fields (HIRF) generated during the LRDR testing and operation, implement temporary flight restrictions (TFR) until the restricted areas are in effect, and make changes to federal airways and instrument flight procedures to accommodate the new restricted areas.

**FOR FURTHER INFORMATION CONTACT:** Paula Miller, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–7378.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The MDA prepared an EIS to evaluate the potential environmental impacts associated with the MDA's proposed modification of operational requirements and procedures for the LRDR located at CAFS, Alaska.<sup>1</sup> The change in the LRDR operation procedures would create a hazard in areas of the National Airspace System where the HIRF from the LRDR operations would exceed FAA certification standards for aircraft electrical and electronic systems. The EIS also evaluated the potential environmental impacts of the following actions proposed by the FAA to address this hazard: (1) Establishment of six additional restricted areas in the vicinity of CAFS; (2) implementation of TFRs until the restricted areas are in effect; and (3) changes to federal airways and instrument flight procedures to accommodate the new restricted areas. As a cooperating agency on the EIS, the FAA coordinated closely with the MDA and actively participated in the preparation of the EIS. In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and regulations and guidance of the Council on Environmental Quality, the FAA conducted an independent evaluation and analysis of the EIS and adopted it for the purpose of making a decision on its proposed actions. The FAA's adoption and decision are documented in the Adoption/ROD.

##### **Notice of Availability**

The Adoption/ROD is available on the FAA's website at [https://www.faa.gov/air\\_traffic/environmental\\_issues/media/alaska\\_eis.pdf](https://www.faa.gov/air_traffic/environmental_issues/media/alaska_eis.pdf) and upon request by contacting Paula Miller at: Airspace

<sup>1</sup> The Draft EIS and the Final EIS are available on the U.S. Environmental Protection Agency's EIS database at <https://cdxnodengn.epa.gov/cdx-enepa-II/public/action/eis/search/search#results> and on MDA's website at <https://www.mda.mil/system/lrdr> (accessed June 30, 2021).

Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–7378.

#### **Right of Appeal**

The FAA's Adoption/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. 46110. Any party seeking to stay implementation of the Adoption/ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

Issued in Des Moines, Washington, on August 17, 2021.

**B.G. Chew,**

*Acting Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2021–17962 Filed 8–20–21; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA–2021–0006–N–10]

#### **Proposed Agency Information Collection Activities; Comment Request**

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

**ACTION:** Notice of information collection; request for comment.

**SUMMARY:** Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) abstracted below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

**DATES:** Interested persons are invited to submit comments on or before October 22, 2021.

**ADDRESSES:** Written comments and recommendations for the proposed ICR

should be submitted on *regulations.gov* to the docket, Docket No. FRA-2021-0006. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**FOR FURTHER INFORMATION CONTACT:** Ms. Hodan Wells, Information Collection Clearance Officer, at email: *hodan.wells@dot.gov* or telephone: (202) 493-0440, or Mr. John Purnell, Information Collection Clearance Officer at email: *john.purnell@dot.gov* or telephone: (202) 493-0500.

**SUPPLEMENTARY INFORMATION:** The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) Whether the

information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a "user-friendly" format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

*Title:* Railroad Locomotive Safety Standards and Event Recorders.

*OMB Control Number:* 2130-0004.

*Abstract:* FRA's locomotive safety standards (49 CFR part 229) require railroads to inspect, repair, and maintain locomotives, including their event recorders, to ensure they are safe and free of defects.

The data gathered from locomotive event recorders is used by the railroad industry and by railroad employees (locomotive engineers, train crews, dispatchers) to improve train handling and promote the safe and efficient operation of trains throughout the country. Locomotive event recorders also provide FRA and State railroad safety inspectors with verified data elements for use in their oversight responsibilities that show how trains are operated from lead locomotives.

*Type of Request:* Revision of a currently approved collection.

*Affected Public:* Businesses.

*Form(s):* FRA F 6180.49A.

*Respondent Universe:* 754 railroads.

*Frequency of Submission:* On occasion.

*Reporting Burden:*

CFR section <sup>1</sup>	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent <sup>2</sup>
229.9—Movement of non-complying locomotives—Tagging to indicate "non-complying locomotive".	754 railroads .....	1,307 tags .....	1 minute .....	21.79 hours .....	\$1,566.48
229.15(a)(11)—Remote control locomotives—Tagging to indicate in remote control.	754 railroads .....	349 tags .....	1 minute .....	5.82 hours .....	418.40
229.20(c)—Operational requirements—Automatic notice to railroads each time locomotive is due for inspection or maintenance (Note: This requirement does not apply to daily inspections.)	754 railroads .....	21,000 automatic notifications.	1 second .....	5.83 hours .....	451.48
229.21(a)—Daily inspection—Except for multiple-unit (MU) operated locomotive.	754 railroads .....	7,443,020 written inspection reports.	3 minutes (paper records) + 1 minute (electronic records).	148,860.40 hours .....	11,527,749.38
—(b) Written reports of MU locomotive inspections.	754 railroads .....	1,300,000 written reports.	3 minutes .....	65,000.00 hours .....	4,672,850.00
229.23(d)-(g)—Periodic Inspection—Locomotive Inspection & Repair Record—Form FRA F 6180.49A.	718 railroads .....	28,627 other than passenger locomotives.	15 minutes .....	7,156.75 hours .....	514,498.76

CFR section <sup>1</sup>	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent <sup>2</sup>
229.23(d)–(g)—Periodic Inspection—Locomotive Inspection & Repair Record—Form FRA F 6180.49A <sup>3</sup> .	36 railroads .....	4,500 passenger locomotives.	15 minutes .....	1,125.00 hours .....	80,876.25
229.25(d)(2)—Data verification readout of event recorder.	754 railroads .....	5,908 readout records and reports.	90 minutes .....	8,862.00 hours .....	686,273.28
229.46—Tagging locomotive with inoperative or ineffective automatic/independent brake that can only be used in trailing position.	754 railroads .....	2,269 tags .....	1 minute .....	37.81 hours .....	2,718.16
229.85—Marking of all doors, cover plates, or barriers having direct access to high voltage equipment with words “Danger High Voltage” or with word “Danger”.	754 railroads .....	1,080 decals or markings.	1 minute .....	18.00 hours .....	1,078.02
229.123(b)(2)—Locomotives equipped with a pilot, snowplow & plate with clearance above 6 inches—Marking/stenciling with words “9-inch Maximum End Plate Height, Yard or Trail Service Only”.	754 railroads .....	22 markings/stencils ....	4 minutes .....	1.44 hours .....	104.96
229.303—Requests to FRA for on-track testing of products outside a facility.	754 railroads .....	5 written requests .....	1 hour .....	5.00 hours .....	387.20
229.307—Safety Analysis for each product subject to this subpart—Document establishing minimum requirements.	754 railroads .....	3 safety analysis documents.	240 hours .....	720.00 hours .....	55,756.80
229.309—Safety critical changes to product subject to this subpart—Notice to FRA.	754 railroads .....	5 notifications .....	8 hours .....	40.00 hours .....	3,097.60
—(b) and (c) Report by product suppliers and private owners to railroads of any safety-critical changes to product.	3 manufacturers .....	15 reports .....	8 hours .....	120.00 hours .....	9,292.80
229.311(a)—Notice to FRA by railroad before placing product in service.	754 railroads .....	3 notifications .....	2 hours .....	6.00 hours .....	464.64
—(d) Railroad maintenance of data base of all safety relevant hazards encountered after product is placed in service.	754 railroads .....	3 databases .....	2 hours .....	6.00 hours .....	464.64
—(d)(1) Written report to FRA disclosing frequency of safety-relevant hazards for product exceeding threshold set forth in Safety Analysis.	754 railroads .....	1 written report .....	2 hours .....	2.00 hours .....	154.88

CFR section <sup>1</sup>	Respondent universe	Total annual responses	Average time per responses	Total annual burden hours	Total cost equivalent <sup>2</sup>
229.315(b)—Railroad maintenance of Operations and Maintenance Manual containing all documents related to installation, maintenance, repair, modification, & testing of a product subject to this part.	754 railroads .....	3 filings of manuals .....	1 minute .....	.05 hour .....	3.87
—(c) Configuration management control plan.	754 railroads .....	3 filings of revised plans.	1 minute .....	.05 hour .....	3.87
229.317(a)—Training and qualification program—Establishment and implementation of training qualification program for products subject to this subpart.	754 railroads .....	90 filings of new or revised training programs.	1 minute .....	1.50 hours .....	116.16
—(b) Employees trained under RR program.	754 railroads .....	10,000 trained employees' records.	1 minute .....	166.67 hours .....	12,906.92
—(f) Periodic refresher training of employees.	754 railroads .....	1,000 re-trained employees' records.	1 minute .....	16.67 hours .....	1,290.92
—(g) RR regular and periodic evaluation of effectiveness of its training program.	754 railroads .....	90 evaluations .....	2 hours .....	3.00 hours .....	232.32
—(h) RR record of individuals designated as qualified under this section.	754 railroads .....	10,000 electronic records.	1 minute .....	166.67 hours .....	12,906.92
Total <sup>4</sup> .....	754 railroads .....	8,829,303 responses ..	N/A .....	232,348 hours .....	17,585,665

Total Estimated Annual Responses: 8,829,303.

Total Estimated Annual Burden: 232,348 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$17,585,665.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that a respondent is not required to respond to, conduct, or sponsor a collection of information that does not display a currently valid OMB control number.

<sup>1</sup> The current inventory exhibits a total burden of 3,815,751 hours while the total burden of this notice is 232,348 hours. As part of its review of this ICR renewal, FRA determined many of the previous estimates were preliminary, outdated, or duplicative. Moreover, FRA removed locomotive safety requirements outside the scope of the PRA, thus decreasing the total estimates accordingly in this notice.

<sup>2</sup> The dollar equivalent cost is derived from the Surface Transportation Board's 2020 Full Year Wage A&B data series using the appropriate employee group hourly wage rate that includes a 75-percent overhead charge.

<sup>3</sup> FRA is proposing to create a new form for use by passenger railroads, Form F 6180-49AP (Passenger Locomotive Inspection and Repair Record), under OMB Control Number 2130-0035. Once the new form is approved, FRA will move this under the proposed 49 CFR 229.22 of OMB 2130-0035.

<sup>4</sup> Totals may not add due to rounding.

Authority: 44 U.S.C. 3501-3520.

**Brett A. Jortland,**

Acting Chief Counsel.

[FR Doc. 2021-17982 Filed 8-20-21; 8:45 am]

BILLING CODE 4910-06-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

[FTA Docket No. FTA 2021-0008]

**Agency Information Collection Activity Under OMB Review**

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens.

**DATES:** Comments must be submitted on or before September 22, 2021.

**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.

*Comments are Invited On:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Avenue SE, Mail Stop TAD-10, Washington, DC 20590 (202) 366-0354 or [tia.swain@dot.gov](mailto:tia.swain@dot.gov).