

Railroad Corporation (OMID), a Class III rail carrier.

The verified notice states that LAL will acquire control of OMID by purchasing 55% of OMID stock pursuant to a Stock Acquisition Agreement. An agreement is expected to be executed on or about August 13, 2022. The verified notice states that LAL currently controls two Class III rail carriers, Western New York & Pennsylvania Railroad, LLC (WNYP) and B&H Rail Corporation (B&H)¹ (collectively, LAL Class III Affiliates).

LAL represents that: (1) the rail lines on which OMID will operate will not connect with the rail lines operated by LAL or the LAL Class III Affiliates; (2) the transaction is not part of a series of anticipated transactions that would result in a connection between lines operated or to be operated by OMID, LAL, or the LAL Class III Affiliates; and (3) the transaction does not involve a Class I rail carrier. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d) (2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

The transaction may be consummated on or after August 12, 2022, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than August 5, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36631, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on LAL's representative, Kevin M. Sheys, Hogan Lovells US LLP,

¹ The verified notice states that LAL, B&H, and OMID operate in New York, and WNYP operates in New York and Pennsylvania.

555 13th Street NW, Washington, DC 20004.

According to LAL, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: July 25, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2022-16304 Filed 7-28-22; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36626]

OmniTRAX Holdings Combined, Inc., and HGS Railway Holdings, Inc.—Continuance in Control Exemption—Omni River Ridge, LLC d/b/a River Ridge Railroad

AGENCY: Surface Transportation Board.

ACTION: Correction to notice of exemption.

OmniTRAX Holdings Combined, Inc. (OmniTRAX), and HGS Railway Holdings, Inc. (HGS) (collectively, Omni-HGS), both noncarriers, filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Omni River Ridge, LLC d/b/a River Ridge Railroad (RRR), a noncarrier controlled by OmniTRAX, upon RRR's becoming a Class III rail carrier.¹ On July 15, 2022, notice of the exemption was served and published in the **Federal Register** (87 FR 42,537). The exemption is scheduled to become effective on July 29, 2022.

The served notice inadvertently omitted the effective date of the exemption. The notice should have stated that the transaction may be consummated on or after July 29, 2022, the effective date of the exemption (30 days after the verified notice was filed). This notice corrects that error.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time.

All pleadings, referring to Docket No. FD 36626, must be filed with the Surface Transportation Board either via

¹ This transaction is related to a verified notice of exemption filed concurrently in *Omni River Ridge, LLC d/b/a River Ridge Railroad—Operation Exemption—in Clark County, Ind.*, Docket No. FD 36625, in which Omni River Ridge, LLC, seeks to operate approximately 0.943 miles of track in Clark County, Ind.

e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Omni-HGS's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

Board decisions and notices are available at www.stb.gov.

Decided: July 29, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Eden Besera,
Clearance Clerk.

[FR Doc. 2022-16313 Filed 7-28-22; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36632]

Hood River Railroad LLC—Acquisition and Operation Exemption—Mt. Hood Railroad Company

Hood River Railroad LLC (HRR), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to acquire from Mt. Hood Railroad Company (MHR) and operate an approximately 21.14-mile rail line extending between milepost 0.0 at Hood River, Or., (at a point of connection with a line of the Union Pacific Railroad Company), and milepost 21.14 at Parkdale, Or. (the Line), which constitutes MHR's entire rail system.

According to the verified notice, HRR and MHR are corporate affiliates indirectly controlled by L. Scott Webster (Mr. Webster). HRR further states that, upon consummation of the transaction, MHR will cease to be a railroad common carrier, and HRR will become one in MHR's place under the indirect control of Mr. Webster. HRR also states that the proposed transaction would facilitate Mr. Webster's longer-term plans to dissolve MHR after resolving MHR's corporate and tax affairs.

According to HRR, the proposed transaction does not include an interchange commitment. HRR certifies that its projected annual revenue will not exceed \$5 million and that the proposed transaction will not result in HRR's becoming a Class I or II rail carrier.

The earliest this transaction may be consummated is August 13, 2022, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d)

may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than August 5, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36632, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on HRR's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to HRR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: July 25, 2022.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2022-16314 Filed 7-28-22; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-1032]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Flight Operations Quality Assurance (FOQA) Program

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 the voluntary submission of information gained through the Flight Operations Quality Assurance (FOQA) Program. FOQA is a voluntary safety program designed to improve aviation safety through the proactive use of flight-recorded data. The information collected will allow operators to use this data to identify and correct deficiencies

in all areas of flight operations. DATES: Written comments should be submitted by September 27, 2022.

ADDRESSES: Please send written comments:

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

By mail: Sandra L. Ray, 1187 Thorn Run Road, Suite 200, Coraopolis, PA 15108.

By fax: 412-239-3063.

FOR FURTHER INFORMATION CONTACT: John Lusk by email at: john.lusk@faa.gov; phone: 303-342-1211.

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: 2120-0660.

Title: Flight Operations Quality Assurance (FOQA) Program.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: Flight Operations Quality Assurance (FOQA) is a voluntary safety program designed to improve aviation safety through the proactive use of flight-recorded data. Operators will use this data to identify and correct deficiencies in all areas of flight operations. Properly used, FOQA data can reduce or eliminate safety risks, as well as minimize deviations from regulations. Through access to de-identified aggregate FOQA data, the Federal Aviation Administration (FAA) can identify and analyze national trends and target resources to reduce operational risks in the National Airspace System (NAS), air traffic control (ATC), flight operations and airport operations.

The FAA and the air transportation industry have sought additional means for addressing safety problems and identifying potential safety hazards. Based on the experiences of foreign air carriers, the results of several FAA-sponsored studies, and input received from government/industry safety forums, the FAA concluded that wide implementation of FOQA programs could have significant potential to reduce air carrier accident rates below

current levels. The value of FOQA programs is the early identification of adverse safety trends, which, if uncorrected, could lead to accidents. A key element in FOQA is the application of corrective action and follow-up to ensure that unsafe conditions are effectively remediated.

Respondents: 72 Air Carriers (57 with existing programs and 15 with new programs).

Frequency: Once for certificate holders requesting a new program, monthly for certificate holders with an existing program.

Estimated Average Burden per Response: 100 hours for new respondents, 30 hours for annually for existing respondents.

Estimated Total Annual Burden: 100 hours for new respondents, 30 hours annually for each existing respondent.

Issued in Washington, DC, on July 26, 2022.

Sandra L. Ray,

Aviation Safety Inspector, AFS-260.

[FR Doc. 2022-16340 Filed 7-28-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD-2019-0011]

Deepwater Port License Application: SPOT Terminal Services LLC—Final General Conformity Determination

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of Final General Conformity Determination.

SUMMARY: The Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) announce the availability of the Final General Conformity Determination to ensure that the air emissions associated with the proposed Sea Port Oil Terminal (SPOT) Deepwater Port Project (Project or SPOT Project) conform with the Texas State Implementation Plan (SIP). The SPOT Project proposes to provide United States (U.S.) crude oil loading services on very large crude carriers (VLCCs) and other crude oil carriers for export to the global market. A detailed description of the proposed project and prior federal action is provided under the **SUPPLEMENTARY INFORMATION** section of this notice.

ADDRESSES: The SPOT Deepwater Port License Application, the FEIS, this Final General Conformity Determination, and other associated documents are available for viewing at <https://>