

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Docket No. FAA-2019-0362]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Maintenance, Preventive Maintenance, Rebuilding, and Alteration**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 November 15, 2022. The information to be collected is necessary to insure the safety of the flying public. Documentation of maintenance repair actions record who, what, when, where and how of the task performed. All maintenance actions as well as documentation are required by the Code of Federal Regulations. This collection focuses on the Form 337 which is collected by the FAA as required by Federal Aviation Regulation Part 43. Other records for preventative maintenance, and logbook entries are not collected by the FAA serve as a responsibility of the owner to maintain in case of verification of airworthiness when seeking approvals or sale of the aircraft. This insures proper certification of personnel; proper tooling is utilized and accurate measures to insure safety. Total form 337s submitted in 2017 is 54,237. Total aircraft registrations on file is 289,490. It is estimated by the numbers collected one in every five aircraft have a 337 form submitted for major alteration and repairs performed. Each 337 takes approximately 1 hour.

DATES: Written comments should be submitted by April 27, 2023.**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oir_submission@omb.eop.gov](mailto:oir submission@omb.eop.gov), or faxed to (202) 395-6974, or mailed to the Office

of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Jude Sellers by email at: jude.n.sellers@faa.gov, (225) 788-1829.**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: 2120-0020.*Title:* Maintenance, Preventive Maintenance, Rebuilding, and Alteration.*Form Numbers:* Aircraft maintenance logbooks and form 337.*Type of Review:* Renewal of information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 15, 2022 (87 FR 68570). Title 14 CFR part 43 mandates information to be provided when an alteration or major repair is performed on an aircraft of United States registry. Submission of Form 337 is required for capture in the aircraft permanent records for current and future owners to substantiate the requirements of the regulations, prior to operation of the aircraft. Aircraft owners have the responsibility of documentation and submission of all maintenance records performed to their aircraft.

Respondents: 54,237 Aircraft owners.*Frequency:* On occasion. When major repairs or alterations are accomplished on Aircraft bearing an "N" number.*Estimated Average Burden per Response:* 1 hour.*Estimated Total Annual Burden:* Industry Annual burden 54,237 man hours at an annual cost of \$1,193,214.

Issued in Washington, DC, on March 28, 2023.

Jude Sellers,*Aviation Safety Inspector, AFS-340 General Aviation Maintenance Branch.*

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BILLING CODE 4910-13-P**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration**

[Docket Number FRA-2011-0074]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters dated November 18, 2022; February 2, 2023; and March 17, 2023, BNSF Railway Company (BNSF) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The relevant Docket Number is FRA-2011-0074.

Specifically, BNSF requests to continue using its software technology, Air Brake System Virtual Training Environment (ABSVTE), to implement a virtual three-dimensional simulation as an alternative to satisfy the "hands-on" portion of periodic refresher training required by § 232.203(b)(8).¹ Refresher training is required at intervals not to exceed 3 years and must consist of classroom and hands-on training, as well as testing.

In support of its petition, BNSF explains that the ABSVTE "provides a more comprehensive environment for knowledge transfer and assessment than traditional hands-on brake inspection training." BNSF asserts that the virtual training: (1) can "provide training on every railcar type;" (2) can "simulate the presence of a broad spectrum of mechanical defects;" (3) "ensure[s] accuracy of employee observations" and "provide feedback to the employee;" and (4) allows training to be conducted "without exposing employees to walking hazards or other potential injury exposures." BNSF notes that the "rate of [rail equipment incidents] caused by car mechanical defects per one million car-miles has continued on a downward trajectory since BNSF began providing training under the waiver."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

¹ BNSF's November 18, 2022, petition requested both an extension of the current relief and a modification to apply the relief in a self-directed, wholly virtual environment. However, BNSF's February 2, 2023, petition withdrew the request for modification of the relief but reaffirmed its request for an extension of the existing relief.