

PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Kay Ryder by email at: kay.ryder@faa.gov; phone: 202–267–3831.

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: 2120–0569.

Title: Airport Grants Program.

Form Numbers: FAA Forms 5100–100, 5100–101, 5100–108, 5100–110, 5100–126, 5100–127, 5100–128, 5100–129, 5100–130, 5100–131, 5100–132, 5100–133, 5100–134, 5100–135, 5100–136, 5100–137, 5100–138, 5100–139, 5100–140, 5100–141, 5100–142, 5100–145, 5370–1. Standard Forms 424, 425, 425A, 1445. DOL Form 347.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 5, 2023 (88 FR 900). Codification of certain U.S. Transportation laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and re-codified them without substantive change at Title 49 U.S.C., which is referred to as the “Act.” The Act provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems. The Act also authorizes funds for noise compatibility planning and to carry out noise compatibility programs. The Infrastructure Investment and Jobs Act, referred to as the Bipartisan Infrastructure Law (BIL), provided approximately \$20 billion for airport infrastructure, terminal development, including multimodal terminal development and on-airport rail access projects, and airport owned towers. The information required by these programs is necessary to protect the Federal interest in safety, efficiency, and utility of the Airport. Data is collected to meet reporting requirements of 2 CFR part

200 for certifications of domestic preferences and representations, financial management and performance measurement.

Respondents: Approximately 22,362.

Frequency: Information is collected on occasion.

Estimated Average Burden per

Response: Approximately 8.2 hours.

Estimated Total Annual Burden:

Approximately 182,675 hours.

Issued in Washington, DC, on May 31, 2023.

Kay Ryder,

Manager, AIP Finance Branch Office of Airports, Airports Financial Assistance Division.

[FR Doc. 2023–11964 Filed 6–1–23; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2023–0474]

Agency Information Collection Activities: Requests for Comments; Clearance of Approval of Continuing Information Collection: Privacy International Civil Aviation Organization (ICAO) Address (PIA) Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the FAA invites public comments about their intention to request 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 February 28, 2023. This is a correction to a previously published notice with the incorrect closing date. The collection involves an aircraft operator’s request for a privacy ICAO address through a web-based application process. The information to be collected is necessary to qualify for the authorized use of the privacy ICAO address services and for monitoring to support continued airworthiness and enforcement activities.

DATES: Written comments should be submitted by July 5, 2023.

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. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

By mail: Send comments to FAA at the following address: Mr. Evan Setzer, Program Manager, Service and Broadcast Services (AJM–42), Program Management Organization, Federal Aviation Administration, 600 Independence Ave. SW, Wilbur Wright Building, Washington, DC 20597

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Mr. Jamal Wilson, Surveillance and Broadcast Services, AJM–42, PIA Project Lead at 202–267–4301, or at jamal.wilson@faa.gov.

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: 2120–0779

Title: Privacy International Civil Aviation Organization (ICAO) Address (PIA)

Form Numbers: Not applicable

Type of Review: Renewal of an information collection

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 28, 2023 (88 FR 12715). In 2010, the FAA issued a final rule mandating equipage requirements and performance standards for Automatic Dependent Surveillance–Broadcast (ADS–B) Out avionics on aircraft operating in certain airspace after December 31, 2019. Aircraft operators must be equipped with ADS–B Out to fly in most controlled airspace. Federal Regulations 14 CFR 91.225 and 14 CFR 91.227 contain requirement details. Each registered aircraft is assigned an aircraft registration number and an ICAO 24-bit aircraft address. This is also referred to as a “Mode S Code” in some FAA documents and websites, including the FAA Aircraft Registry. Where a 1090–MHz Extended Squitter (1090ES) transponder is required for ADS–B Out compliance, this ICAO 24-bit aircraft address, based on current transponder avionics standards, is openly broadcasted on the 1090 MHz frequency in transponder replies and

ADS-B messages. Subsequently, the nature of openly broadcasting makes the identity of the aircraft publicly available. Industry stakeholders have long suggested that FAA develop a process for aircraft operators who seek anonymity such that their aircraft movements and identity cannot be traced or seen by privately owned sensors that monitor the 1090 MHz frequency and combine this with other downlinked ADS-B and Mode S data being disseminated using the internet. The FAA intends to develop a process for operators who wish to mask their aircraft movements and identity for a period while flying within the sovereign airspace of the United States. Participation in the assignment of privacy ICAO Code addresses is voluntary. Only U.S. registered aircraft can be assigned a privacy ICAO aircraft address. No operator can use a privacy ICAO aircraft address for a U.S.-registered aircraft unless that operator is authorized to use a third-party flight identification for that same aircraft. No unique privacy ICAO address will be assigned to more than one U.S.-registered aircraft at any given time. Once approved, the operator will be assigned a privacy ICAO address. The operator will be required to notify the FAA when their avionics have been loaded with the assigned temporary ICAO 24-bit aircraft address. Owners and operators must verify that the ICAO 24-bit aircraft address (Mode S code) broadcast by their ADS-B equipment matches the assigned privacy ICAO address for their aircraft. Operators can verify what ICAO 24-bit aircraft address is being broadcast by their aircraft by visiting: <https://adsbperformance.faa.gov/PAPRRequest.aspx>. For monitoring privacy ICAO address use, the information will be downloaded by the FAA and entered into the FAA's ADS-B Performance Monitor [Docket No. FAA-2017-1194 published in **Federal Register**, December 20, 2017, as Document Number: 2017-27202].

Respondents

Intended for operators who seek anonymity such that their aircraft movements and identity cannot be easily traced or seen by privately owned sensors that monitor the 1090 MHz frequency. FAA estimates up to 15,000 respondents.

Frequency: Frequency will be occasional based on specific scenarios. An operator can change privacy ICAO aircraft addresses, but no more often than once every 20 days. In the event real-world security concerns become evident, an operator can elect to change their PIA address sooner than 20 days.

Estimated Average Burden per Response: Approximately 15 minutes per application.

Estimated Total Annual Burden: 12,563 hours.

Stanton Brunner,

In-Service Performance and Sustainment (AJM-422), Federal Aviation Administration.

[FR Doc. 2023-11554 Filed 6-2-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2023-1282]

Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Certificates of Waivers

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 for a new information collection. The purpose of this notice is to allow 60 days for public comment. The FAA proposes collecting information related to requests for certificate of waivers to operate Unmanned Aircraft Systems (UAS) in deviation from the normal operating rules. The FAA will use the collected information to make determinations whether to authorize or deny the requested operation of UAS. The proposed information collection is necessary to issue such authorizations or denials consistent with the FAA's mandate to ensure safe and efficient use of national airspace.

DATES: Written comments should be submitted by July 30, 2023.

ADDRESSES: Please send written comments:

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

By mail: FAA HQ, Bldg. 10B, 5th Floor, Desk 5E4TS, 600 Independence Ave. SW, Washington, DC 20597.

FOR FURTHER INFORMATION CONTACT: Rahat Ali by email at: Rahat.Ali@faa.gov; phone: 202-267-8780.

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-XXXX. **Title:** Certificates of Waivers under 14 CFR 91.903.

Form Numbers: Not applicable. **Type of Review:** Approval of new Information Collection.

Background: Title 14, part 91 of the Code of Federal Regulations prescribes the rules governing the operation of aircraft within the United States. Included in this is the operation of unmanned aircraft systems (UAS), commonly known as drones, by both civil and public aircraft operators. 14 CFR 91.903 allows for operators of aircraft to apply for a certificate of waiver authorizing the operator to deviate from the rules listed in § 91.905 if the proposed operation can be conducted safely.

To process certificate of waiver requests, the FAA requires the name of the person or organization sponsoring the request, mailing address, information related to any pending or to prior waiver requests that were denied or rescinded, the regulation sought to deviate from, time and location of the proposed operation, the make and model of the aircraft, and the pilot's name, address, and certificate number and rating. This information is necessary for the FAA to meet its statutory mandate of maintaining a safe and efficient national airspace. See 49 U.S.C. 40103, 44701, and 44807. The FAA will use the requested information to determine if the proposed UAS operation can be conducted safely.

The FAA proposes to use a web portal accessible from the FAA website to process certificate of waiver requests from the public. To initially access the web portal, the FAA requires respondents to complete an Access Request Form. This form requires the respondent to provide the date, the respondent's name, telephone number, and email address, to identify if the respondent is a civil or public operator, and to provide a general reason why operating a UAS.

Respondents: UAS operators seeking to a certificate of waiver under 14 CFR 91.903. Between 2023-2026, the FAA estimates that it will receive a total of 5,105 certificate of waiver requests with 4,925 coming from public users and 180