

continued rail service has been received, this exemption will be effective on March 3, 2023, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues must be filed by February 10, 2023, and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)³ must be filed by February 13, 2023.⁴ Petitions for reconsideration must be filed by February 21, 2023.

All pleadings, referring to Docket No. AB 1321X, must be filed with the Surface Transportation Board 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 filed with the Board must be sent to Ohi-Rail's representative, Crystal M. Zorbaugh, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW, Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemption is void ab initio.

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

Decided: January 27, 2023.

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

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2023-02075 Filed 1-31-23; 8:45 am]

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demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

³ The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

⁴ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate in this docket. However, as explained in *Ohio Rail Development Commission—Petition for Declaratory Order*, FD 36387, slip op. at 6–7 (STB served Dec. 22, 2020), once Ohi-Rail is authorized to discontinue service on the Line, requests for issuance of a certificate of interim trail use or abandonment for the Line's right-of-way may be filed by a potential trail sponsor in the abandonment docket, *Conrail Abandonment of Lines in Zanesville Ohio*, Docket No. AB 167 (Sub-No. 445N). In addition, because the Line has already been authorized for abandonment, this discontinuance does not require an environmental review.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2023-0234]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Bird/Other Wildlife Strike Report

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 voluntary reporting of bird/other wildlife strike information following a wildlife strike incident with aircraft. This data becomes part of the publicly available National Wildlife Strike Database. Strike reports provide critical information that allows the FAA to determine high-risk species, track national trends, evaluate the FAA's wildlife hazard management program, and provide scientific foundation for regulatory guidance. Additionally, this essential information allows engine and airframe manufacturers to evaluate the effectiveness of aircraft components. It also helps airports identify and mitigate hazardous species and the location of wildlife attractants, affords a better understanding of strike dynamics, and provides key metrics for an airport to evaluate the effectiveness of its wildlife management program.

DATES: Written comments should be submitted by April 3, 2023.

ADDRESSES: Please send written comments:

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

By mail: John Weller, 800 Independence Avenue SW, AAS-300, Washington, DC 20591.

By fax: (202) 493-1416.

FOR FURTHER INFORMATION CONTACT: John Weller by email at john.weller@faa.gov; phone: (202) 267-3778.

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: 2120-0045.

Title: Bird/Other Wildlife Strike

Report.

Form Numbers: 5200-7.

Type of Review: This is a renewal of an information collection.

Background: 14 CFR 139.337, Wildlife Hazard Management, requires the FAA to collect wildlife strike data to develop standards and monitor hazards to aviation. Data identify wildlife strike control requirements and provide in-service data on aircraft component failure. Pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and anyone else having knowledge of a strike can report incidents to the FAA, primarily using the online version of FAA Form 5200-7. The data becomes part of the publicly available National Wildlife Strike Database used to enhance safety by airports, airlines, engine and airframe manufacturers, and the FAA. Overall, the number of strikes annually reported to the FAA has increased from 1,850 in 1990 to more than 15,556 in 2021.

Respondents: Approximately 14,868 pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and others with knowledge of a strike.

Frequency: As needed.

Estimated Average Burden per

Response: 5 minutes.

Estimated Total Annual Burden: 1,239 hours.

Issued in Washington, DC, on January 26, 2023.

John Weller,

National Wildlife Biologist, Airport Safety and Operations Division, Office of Airports Safety and Standards.

[FR Doc. 2023-02014 Filed 1-31-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for San Diego International Airport, San Diego County, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of approval of noise compatibility program.

SUMMARY: The Federal Aviation Administration (FAA) announces its

findings on the noise compatibility program submitted by the San Diego County Regional Airport Authority. These findings are made in recognition of the description of Federal and nonfederal responsibilities. On September 1, 2022, the FAA determined that the noise exposure maps submitted by the San Diego County Regional Airport Authority were in compliance with applicable requirements. On January 11, 2023, the FAA approved the San Diego International Airport noise compatibility program. Most of the recommendations of the program were approved.

DATES: The effective date of the FAA's approval of the San Diego International Airport noise compatibility program is January 11, 2023.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, AICP, Regional Environmental Protection Specialist, 777 South Aviation Boulevard, El Segundo, California 90045, Telephone: 424-405-7315. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces FAA's approval of the noise compatibility program (NCP) for San Diego International Airport, effective on January 11, 2023. Per United States Code section 47504 (49 U.S.C. 47504) and Title 14, Code of the Federal Regulations (CFR) part 150, an airport sponsor who previously submitted a noise exposure map (NEM) may submit to the FAA, a noise compatibility program which sets forth the measures taken or proposed by the airport sponsor for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the NEMs. As required by 49 U.S.C. 47504, such programs must be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and the FAA. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA approval or disapproval of an airports recommendations in their noise compatibility program are made in accordance with the requirements and standards pursuant to 49 U.S.C. 47504 and 14 CFR part 150, which is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of 14 CFR 150.23;

b. Program measures are reasonably consistent with achieving the goals of

reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in 14 CFR 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the NCP are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests must be submitted to the FAA Los Angeles Airports District Office in El Segundo, California.

On May 6, 2022, the San Diego County Regional Airport Authority submitted the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 22, 2018 through May 6, 2022 to the FAA. The FAA determined the NEMs for San Diego International Airport complied with 14 CFR part 150, effective on September 1, 2022. This determination was published in the **Federal Register** on September 8, 2022, (87 FR 55074).

The San Diego International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from May 6, 2022 to the year 2026. It was requested that the FAA evaluate and approve this material as a noise compatibility

program as described in 49 U.S.C 47504. The FAA began its review of the program on September 1, 2022, and was required by a provision of 49 U.S.C 47504 to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 17 proposed actions for noise mitigation, noise abatement, land use planning, and program management. The FAA completed its review and determined that the procedural and substantive requirements of the 49 U.S.C. 47504 and part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective January 11, 2023.

Outright approval was granted for 16 of the 17 specific program elements. The proposed Facility Management measure to utilize Ground Based Augmentation System (GBAS) was disapproved because the NCP did not demonstrate the measure is reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses. The following measures were approved: Noise Abatement Measure: Voluntary Noise Abatement Departure Profile. Remedial Land Use Measures: Sound Attenuation of Eligible Non-Residential Noise Sensitive Buildings; Sound Attenuation of Eligible Residential Units.

Land Use Planning Measures: Prevent New Non-Compatible Land Use Development; San Diego County Airport Land Use Commission; Support Compatible Planning Process.

Program Management Measures: Continue Aircraft Noise Office and Program Manager; continue use of the Airport Noise and Operations Monitoring System; Portable Noise Monitoring; continue the Fly Quiet Program; continue the Airport Noise Advisory Committee; continue to Communicate Noise Issues with Airlines; continue to Administer Airport Use Regulations; continue to author and submit California Quarterly Noise Reports; Update Noise Exposure Maps; and Update the Noise Compatibility Program.

These determinations are set forth in detail in a Record of Approval signed by the Western-Pacific Regional Airports Division Director on January 11, 2023. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA

office listed above and at the administrative offices of the San Diego County Regional Airport Authority. The Record of Approval also will be available on-line at http://www.faa.gov/airports/environmental/airport_noise/part_150/states/ and at San Diego County Regional Airport Authority's website, <https://www.san.org/Aircraft-Noise/FAR-Part-150>.

Issued in El Segundo, California, on January 26, 2023.

Mark A. McClardy,
Director, Airports, Division, Western-Pacific Region, AWP-600.

[FR Doc. 2023-02019 Filed 1-31-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Teterboro Airport (TEB) Noise Compatibility Program; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of approval of the Teterboro Airport (TEB) noise compatibility program; correction.

SUMMARY: The Federal Aviation Administration published a document in the **Federal Register** of January 17, 2023, notifying the public of the approval of the noise compatibility program at Teterboro Airport (TEB). The document contained references to an incorrect airport.

FOR FURTHER INFORMATION CONTACT: Andrew Brooks, Regional Environmental Program Manager, Airports Division, Federal Aviation Administration, 1 Aviation Plaza, Room 516, Jamaica, NY 11434. Phone Number: 718-553-2511.

SUPPLEMENTARY INFORMATION:

Correction

In the **Federal Register** of January 17, 2023, in Vol. 88 No. 10, on page 2751, in the first and second columns, correct the **SUMMARY** caption to read:

SUMMARY: The Federal Aviation Administration (FAA) announces its findings for the noise compatibility program submitted by TEB, see supplementary information for details. On June 15, 2017, the FAA determined that the noise exposure maps submitted by TEB were in compliance with applicable requirements. On July 15, 2022, the FAA determined that the noise compatibility program submitted by TEB would be initiating final review for approval or disapproval. On January 10, 2023, the FAA approved the TEB

noise compatibility program. The noise compatibility program contained 33 recommended measures, including 16 noise abatement measures, four land use measures, and 13 program management measures. Of the measures proposed, 23 were approved, four were approved as voluntary, three were disapproved, and three were determined to have no FAA action as continuations of existing mandatory practices at TEB. Six of the 16 noise abatement procedures proposed at TEB are related to new or revised flight procedures.

Correction

In the **Federal Register** of January 17, 2023, in Vol. 88 No. 10, on page 2751, in the second column, correct the **DATES** caption to read:

DATES: The effective date of the FAA's approval of the TEB noise compatibility program is January 10, 2023.

Issued in Jamaica, NY, on January 27, 2023.

David A. Fish,
Director, Airports Division, Eastern Region.

[FR Doc. 2023-02068 Filed 1-31-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2022-0245]

Parts and Accessories Necessary for Safe Operation; Exemption Application From Meiborg Brothers, Inc.

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: The Federal Motor Carrier Safety Administration (FMCSA) requests public comment on Meiborg Brothers, Inc.'s (Meiborg) application for an exemption from the requirement that lighting devices be steady burning. The exemption would allow the company to operate commercial motor vehicles (CMVs) equipped with a module manufactured by Intellistop, Inc. (Intellistop) which pulses the rear clearance, identification, and brake lamps from low-level lighting intensity to high-level lighting intensity 4 times in 2 seconds when the brakes are applied. FMCSA requests public comment on the applicant's request for exemption.

DATES: Comments must be received on or before March 3, 2023.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Number

FMCSA-2022-0245 by any of the following methods:

- **Federal eRulemaking Portal:** www.regulations.gov. See the Public Participation and Request for Comments section below for further information.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493-2251.

Each submission must include the Agency name and the docket number (FMCSA-2022-0245) for this notice. Note that DOT posts all comments received without change to www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments, go to www.regulations.gov at any time or visit Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov. As described in the system of records notice DOT/ALL 14-FDMS, which can be reviewed at <https://www.transportation.gov/privacy>, the comments are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. José R. Cestero, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, at (202) 366-5541, or by email at jose.cestero@dot.gov.

If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.