

What Will the Benefits of iSSI Be in Comparison to Our Current Processes?

- iSSI will be much *simpler* than the current process for the early stages of the SSI application process. Rather than completing a paper form, calling or visiting a field office to preserve a protective filing date, or assembling significant amounts of information to begin an application, the applicants will now just need to start the online DIB application process and answer the new iSSI basic eligibility questions. Once SSA receives the answers to the questions, we will determine whether further development is needed, and will contact the claimant if necessary.

- iSSI will also be more *convenient and somewhat faster* than the initial stages of the current application process. Primarily, this is because the iClaim system pre-populates information from SSA's records for authenticated applicants that the applicant might otherwise have needed to provide. As well, iSSI will seamlessly move the applicant on to the other next steps described above (e.g., completion of the i3368). Moreover, applicants will save time that might have been required for a field office visit or a phone appointment.

- Finally, iSSI will, for the first time, offer an *electronic option to non-U.S. citizens*. Currently, a non-U.S. citizen is told they will be contacted by an SSA employee to initiate an application. With iSSI, we will be able to utilize citizenship and country information from SSA's records for authenticated applicants.

Dated: August 3, 2023.

Naomi Sipple,

Reports Clearance Officer, Office of Regulations and Reports Clearance, Office of Legislation and Congressional Affairs, Social Security Administration.

[FR Doc. 2023-16994 Filed 8-8-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on a Land Release Request for Change in Use From Aeronautical to Non-Aeronautical at Salisbury-Ocean City: Wicomico Regional Airport, Salisbury, MD

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of request for a change in use of on-airport property.

SUMMARY: The FAA proposes to rule and invites public comment on Wicomico County's request to change 24.5 acres of

federally obligated airport property at Salisbury-Ocean City: Wicomico Regional Airport, Salisbury, MD from aeronautical to non-aeronautical use. This acreage was originally purchased with federal financial assistance through the Airport Improvement Program. The proposed use of land after the sale will be compatible with the airport and will not interfere with the airport or its operation.

DATES: Comments must be received on or before September 8, 2023.

FOR FURTHER INFORMATION CONTACT: Comments on this application may be mailed or delivered to the following address: Anthony Rudy, Airport Manager, Salisbury-Ocean City: Wicomico Regional Airport, 5485 Airport Terminal Road, Unit A, Salisbury, MD 21804, (410) 548-4827, and at the FAA Washington Airports District Office: Matthew J. Thys, Manager, Washington Airports District Office, 13873 Park Center Road, Suite 490S, Herndon, VA 20171, (703) 487-3980.

SUPPLEMENTARY INFORMATION: In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport by grant agreements. The following is a brief overview of the request.

Wicomico County has submitted a land release request seeking FAA approval for the change in use of approximately 24.5 acres of federally obligated airport property from aeronautical to non-aeronautical use. The property is situated within the approach to Runway 14 but outside of the runway protection zone. Due to this location, the subject area is unable to be utilized for aviation.

The 24.5 acres of land to be released consist of 12.7 acres of Parcel 24 and 11.8 acres of Parcel 63. Parcel 63 was originally purchased with federal financial assistance through the AIP program under Grant Agreement 3-24-0025-37-2007. The FAA has determined the proposed project would have no material impact on aircraft operations, at, to or from the airport; would not affect the safety of people and property on the ground adjacent to the airport as a result of aircraft operations; and would not have an adverse effect on the value of prior Federal investments to a significant extent. Subsequent to the implementation of the proposed change in use, rents received by the airport

from this property is considered airport revenue, and will be used in accordance with 49 U.S.C. 47107(b) and the FAA's Policy and Procedures Concerning the Use of Airport Revenue published in the **Federal Register** on February 16, 1999. The proposed use of the property will not interfere with the airport or its operation.

Issued in Herndon, Virginia.

Matthew J. Thys,

Manager, Washington Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2023-0057]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated August 1, 2023, the Buckingham Branch Railroad (BBRR) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 240 (Qualification and Certification of Locomotive Engineers). FRA assigned the petition Docket Number FRA-2023-0057.

Specifically, BBRR requests relief from § 240.201(d), which requires that only certified persons operate locomotives and trains. The relief would allow noncertified persons to pay a fee and operate a locomotive as part of a "Hand on the Throttle" program in partnership with the Virginia Museum of Transportation. In support of its petition, BBRR notes that the relief would only apply to persons participating in the program, and that participants would be under the direct supervision of a certified and qualified locomotive engineer. Further, all movements would take place during daylight hours and at restricted speed. BBRR also specifies that the section of track on which the program will run will be under absolute block authority and derails with red flags will be placed at the beginning and end of the segment.

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

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in