

business operations, and functions by leveraging digital technologies and a broader use of digitized data;

3. The implementation of systems allowing a member of the public to submit any information or form to the Registry and conduct any transaction with the Registry by electronic or other remote means; and

4. Allowing more efficient, broader, and remote access to the Registry.

In response to The Act, the FAA has initiated the creation of Civil Aviation Registry Electronic Services (CARES). CARES is intended to modernize and streamline the way these forms are submitted by providing online access to users wishing to submit information electronically. Public users will continue to have the paper-based submission option by providing the same information that is accepted today, along with the addition of an email address.

To accommodate the public user with these web-based services, a dedicated online user account must first be established. CARES will leverage an existing FAA Single Sign-On (SSO) capability known as MyAccess. MyAccess will be used to generate online public user accounts, and also serve as part of the user account sign-on and authentication process after a user account has been created.

As an alternative to the web-based services, public users will still be permitted to send in paper forms directly to the Registry office via conventional mail services. These paper forms will be revised to collect the email address of the public user to help streamline processing of the public users' request. The modified paper forms will supersede all prior forms.

Respondents: Approximately 162,176 applicants for 2120-0042; 3,670 applicants for 2120-0024; 22,370 applicants for 2120-0043; and 14,360 applicants for 2120-0697.

Frequency: Information is collected on occasion for 2120-0042, 2120-0043 and 2120-0697; annually to maintain a certificate for 2120-0024.

Estimated Average Burden per Response: 32 minutes for 2120-0042; 45 minutes for 2120-0024; 1 hour for 2120-0043; and 30 minutes for 2120-0697.

Estimated Total Annual Burden: 135,457 hours for 2120-0042; 2753 hours for 2120-0024; 22,370 hours for 2120-0043; and 7,180 hours for 2120-0697.

Issued in Oklahoma City, OK, on January 21 2022.

Bonnie Lefko,

Program Analyst, Civil Aviation Registry, Aircraft Registration Branch, AFB-710.

[FR Doc. 2022-01534 Filed 1-26-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2021-0006-N-17]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On November 8, 2021, FRA published a notice providing a 60-day period for public comment on the ICR.

DATES: Interested persons are invited to submit comments on or before February 28, 2022.

ADDRESSES: Written comments and recommendations for the proposed ICR should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find the particular ICR by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Hodan Wells, Information Collection Clearance Officer at email: Hodan.Wells@dot.gov or telephone: (202) 493-0440.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On November 8, 2021, FRA published a 60-day notice in the **Federal Register** soliciting comment on the ICR for which it is now seeking OMB approval. See 86 FR 61830. FRA received no comments related to the proposed collection of information.

Before OMB decides whether to approve the proposed collection of information, it must provide 30 days for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(a); see also 60 FR 44978, 44983 (Aug. 29, 1995). OMB believes the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983 (Aug. 29, 1995). Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Passenger Equipment Safety Standards.

OMB Control Number: 2130-0544.

Abstract: The information collection under 49 CFR part 238 is used by FRA to promote passenger train safety by ensuring requirements are met for railroad equipment design and performance, fire safety, emergency systems, inspection, testing, and maintenance, and other provisions for the safe operation of railroad passenger equipment. For instance, the information collected from daily inspections is used to detect and correct equipment problems in order to prevent, to the extent that they can be prevented, collisions, derailments, and other occurrences involving railroad passenger equipment that cause injury or death to railroad employees, railroad passengers, or to the general public.

Upon detailed review of part 238, FRA made several adjustments to its estimated paperwork burdens in this ICR extension, as described in the 60-day notice published on November 8,

2021.¹ FRA determined that many estimated paperwork burdens were either outdated or accounted for in other regulatory sections. Additionally, FRA found the associated burdens related to train equipment inspection and testing, as well as employee training and job briefings have been addressed previously when FRA calculated the economic costs of the regulation. FRA also notes below where it anticipates zero railroad submissions during this 3-year ICR period.

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 34 railroads and manufacturers.

Frequency of Submission: On occasion.

Total Estimated Annual Responses: 4,860,940.

Total Estimated Annual Burden: 95,946 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent (Total Cost Equivalent): \$7,173,483.²

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that a respondent is not required to respond to, conduct, or sponsor a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Brett A. Jortland,

Deputy Chief Counsel.

[FR Doc. 2022–01603 Filed 1–26–22; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2021–0123]

Pipeline Safety: Informational Webinar Addressing Inspection of Operators' Plans To Eliminate Hazardous Leaks, Minimize Releases of Methane, and Remediate or Replace Leak-Prone Pipe

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of public informational webinar.

SUMMARY: This notice announces a public informational webinar on the scope of Section 114 of the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020 (PIPES Act of 2020). The webinar will also cover PHMSA and state inspection plans to ensure compliance of operators' inspection and maintenance procedures to eliminate hazardous leaks, minimize releases of methane (the predominant component of natural gas), and the replacement or remediation of facilities known to leak.

DATES: The informational public webinar will be held on February 17, 2022, from 10:30 a.m. until 6:00 p.m., ET. Members of the public who wish to attend this webinar must register no later than February 11, 2022. Individuals requiring accommodations, such as sign language interpretation or other aids, are asked to notify PHMSA no later than February 11, 2022. For additional information, please see the **ADDRESSES** section of this notice.

ADDRESSES: The informational public webinar will be held virtually. The agenda and instructions on how to attend will be available on the meeting website at <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mkey=0913558304&mtg=159> once they are finalized.

Presentations from the informational public webinar will be available on the meeting website no later than 5 business days following the webinar.

FOR FURTHER INFORMATION CONTACT: Byron Coy, Senior Technical Advisor, Program Development Division, by phone at (609) 771–7810 or by email at byron.coy@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The mission of PHMSA is to protect people and the environment by advancing the safe transportation of energy products and other hazardous materials that are essential to our daily lives. PHMSA's mission includes prevention of the release of natural gas that can release methane into the atmosphere. According to the U.S. Environmental Protection Agency, methane is a potent greenhouse gas with a global warming potential (GWP) of 28–36 times greater than that of carbon dioxide over a 100-year period. Compared to carbon dioxide, methane gas has a stronger warming effect, but a shorter lifespan in the atmosphere. Due to the high GWP, minimizing releases of methane (both fugitive and vented emissions) has near-term benefits to mitigating the consequences of climate change. Likewise, remediation or replacement of pipeline facilities that

are known to leak based on material, design, or past operating and maintenance history can result in enhanced public safety, environmental protection, and economic benefits.

The PIPES Act of 2020 (Pub. L. 116–260, Division R) was signed into law on December 27, 2020. This law contains several provisions that specifically address the elimination of hazardous leaks and minimization of releases of natural gas from pipeline facilities. Section 114(b) of the PIPES Act of 2020 contains self-executing provisions that apply directly to pipeline operators. This section requires each pipeline operator to update its inspection and maintenance plan required under 49 U.S.C. 60108(a) no later than one year after the date of enactment of the PIPES Act of 2020 (*i.e.*, by December 27, 2021) to address the elimination of hazardous leaks and minimization of releases of natural gas (including, and not limited to, intentional venting during normal operations and maintenance) from the operators' pipeline facilities (49 U.S.C. 60108(a)(2)(D)). The PIPES Act of 2020 also requires those plans to address the replacement or remediation of pipelines that are known to leak due to their material (including cast iron, unprotected steel, wrought iron, and historic plastics with known issues), design, or past operating and maintenance history (49 U.S.C. 60108(a)(2)(E)). In addition, 49 U.S.C. 60108(a)(2) requires that operators continue updating these plans to meet the requirements of any future regulations related to leak detection and repair that are promulgated under 49 U.S.C. 60102(q). Pursuant to the PIPES Act of 2020, operators must have completed updates to their plans by December 27, 2021, and PHMSA (along with our state partners) is required to inspect these plans in 2022.

The PIPES Act of 2020 further directs the Comptroller General of the United States to conduct a study to evaluate the procedures used by PHMSA and states in reviewing plans prepared by pipeline operators under section 60108(a) and provide recommendations for how to further minimize releases of methane from pipeline facilities without compromising pipeline safety. No later than 90 days after the date the Comptroller General's report is published, the Secretary of Transportation is required to submit to Congress a report that includes a response to the results of the study and the recommendations contained in the report.

On June 10, 2021, PHMSA published an advisory bulletin in the **Federal Register** titled "Statutory Mandate to

¹ The adjustments to the estimated paperwork burdens are also described within this ICR's Supporting Statement available for public review after this 30-day notice is published in the **Federal Register** at <https://www.reginfo.gov/public/>.

² FRA updated the total cost equivalent from \$7,149,477 to \$7,173,483 to correct a previous calculation error in the 60-day notice.