

collected will be limited to only that necessary for the FAA to complete a review of an application under the following statutory requirements:

- Section 44809(c)(1), Operations at Fixed Sites
- Section 44809(c)(2)(a), Standards and Limitations—UA Weighing More Than 55 Pounds
- Section 44809(c)(2)(b), Operations at Fixed Sites—UA Weighing More Than 55 Pounds
- Section 44809(g)(1), Aeronautical Knowledge and Safety Test
- Section 44809(i), Recognition of Community-Based Organizations

*Respondents:* Individuals and organizations operating under the Exception for Limited Recreational Operations of Unmanned Aircraft who wish to be recognized as CBOs, administer the aeronautical knowledge and safety test, establish fixed flying sites, have standards and limitations for unmanned aircraft weighing more than 55 pounds approved, and establish designated FRIAs.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* Varies depending on the type of stakeholder application. Fixed flying site applications (including more than 55 pound UAS and FRIA) are estimated to take 0.5 hours per applicant. CBO recognition and more than 55 pound UAS standards and limitations applications are estimated to take 1.0 hours per applicant.

*Estimated Total Annual Burden:* Varies depending on the type of stakeholder application. CBO recognition and more than 55 pound UAS standards and limitations applications are not recurring, resulting in a one-time annual burden of 1 hour per application. However, this number can vary greatly as incomplete applications are quickly denied, but complete application that include over 55 pound UAS can take two or more hours. Fixed flying site applications are required to be updated/renewed annually, resulting in a total annual burden of 0.5 hours per year.

The FAA estimates 25 CBO recognition/more than 55 pound UAS standards and limitations applications in the first year, totaling 25 hours. Fixed flying site applications (including more than 55 pound UAS and FRIA) are expected to number around 200 applications per year, totaling 100 hours.

Issued in Washington, DC, on August 2, 2023.

**D.C. Morris,**

*Aviation Safety Analyst, Flight Standards Service, General Aviation and Commercial Division.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2023–0976]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: National Air Tours Safety Standards

**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 May 1, 2023. The collection involves requirements in FAA regulations that set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tours to submit information.

**DATES:** Written comments should be submitted by September 6, 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](http://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.

**FOR FURTHER INFORMATION CONTACT:** Sandra Ray by email at: [Sandra.ray@faa.gov](mailto:Sandra.ray@faa.gov); phone: 412–546–7344

#### 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:* 2120–0717.

*Title:* National Air Tours Safety

Standards.

*Form Numbers:* None.

*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 May 1, 2023 (88 FR 26640). FAA regulations set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tour operators to submit information. The FAA uses the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, take enforcement action on violators of the regulations.

*Respondents:* Commercial Air Tour Operators.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per*

*Response:* Varies by response.

*Estimated Total Annual Burden:* 1,400 Hours.

Issued in Washington, DC, on August 2, 2023.

**Sandra L. Ray,**

*Aviation Safety Inspector, AFS–260.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2015–0480]

#### Commercial Driver’s License Standards: Application for Exemption Renewal; CRST The Transportation Solution (Formerly Known as CRST Expedited, Inc.)

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice of exemption renewal; request for comments.

**SUMMARY:** FMCSA announces its decision to provisionally renew the exemption currently held by CRST The Transportation Solution (CRST) (formerly known as CRST Expedited, Inc.) from the requirement that a commercial driver’s license (CDL) holder with the proper CDL class and endorsements be seated in the front seat