

11, 2023, and comments can be submitted on or before January 24, 2024.

ADDRESSES: Comments can be submitted by email to 9-AJO-BUR-Community-Involvement@FAA.GOV or by mail to Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 216th Street, Des Moines, WA 98198. Under FAA Order 1050.1F, 6–2.2(g), Public Comments on a Draft EA, the “FAA or applicant must publish a notice of the draft EA’s availability in local newspapers, other media, and/or on the internet. This notice must include the following statement: Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.”

FOR FURTHER INFORMATION CONTACT: Lonnie D. Covalt, Operations Support Group, Western Service Center, 2200 216th Street, Des Moines, WA 98198; telephone 206–231–3998, email 9-AJO-BUR-Community-Involvement@FAA.GOV.

SUPPLEMENTARY INFORMATION: The Draft EA was prepared in accordance with the settlement agreement between the Benedict Hills Homeowners Association, Benedict Hills Estates Association, and the FAA (“Settlement Agreement”) to assess potential environmental impacts in connection with proposed amendments to the OROSZ and SLAPP departure procedures at BUR Airport. In addition to the No Action Alternative, where current procedures at BUR Airport would continue to be utilized, the FAA is considering two additional alternatives.

The first alternative (Alternative A) was developed in accordance with the Settlement Agreement and would result in the amendment of existing flight procedures to create two Open Standard Instrument Departure (SID) procedures, the SLAPP THREE DEPARTURE (Area Navigation [RNAV]) (“SLAPP THREE”) and the OROSZ THREE DEPARTURE (RNAV) (“OROSZ THREE”) procedure.

The second alternative (Alternative B) is comprised of the modification of the current SLAPP TWO DEPARTURE (RNAV) (“SLAPP TWO”) and OROSZ TWO DEPARTURE (RNAV) (“OROSZ TWO”) procedures to require a higher climb gradient. Alternative B was developed in accordance with

recommendations set forth by a separate community stakeholder, the Southern San Fernando Valley Airplane Noise Task Force, to reduce noise over communities in southern San Fernando Valley.

The Draft EA is available upon request by contacting Operation Support Group, Western Service Center, Federal Aviation Administration, 2200 216th Street, Des Moines, WA 98198; telephone (206) 231–2286. The Draft EA is also available on the FAA website at: https://www.faa.gov/air_traffic/community_engagement/bur.

Issued in Des Moines, WA, on December 5, 2023.

Lonnie D. Covalt,

Lead Environmental Protection Specialist, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA 2023–0031]

Agency Information Collection Activity Under OMB Review: Public Transportation Safety Program

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

ACTION: Notice of request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describe the nature of the information collection and their expected burdens for the Public Transportation Safety Program.

DATES: Comments must be submitted on or before January 10, 2024.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to <https://www.reginfo.gov/public/do/PRAMain>. You can find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility, the accuracy of the Department’s estimate of the burden

of the proposed information collection: ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tia Swain, Office of Administration, Management Planning Division, 1200 New Jersey Ave. SE, Mail Stop TAD–10, Washington, DC 20590; (202) 366–0354 or tia.swain@dot.gov.

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, Section 2, 109 Stat. 163 (1995) (codified as revised at 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. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On July 6, 2023, FTA published a 60-day notice (88 FR 43167) in the **Federal Register** soliciting comments on the ICR that the agency was seeking OMB approval. FTA received no comments after issuing this 60-day notice. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c). Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). 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(d); *see also* 60 FR 44978, 44983. OMB believes that 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. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The requirements are being submitted for clearance by OMB as required by the PRA.

Title: Public Transportation Safety Program.

OMB Control Number: 2132–New Information Collection.

Background: Congress directed FTA to establish a comprehensive Public Transportation Safety Program in the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141; July 6, 2012) (MAP–21), which was reauthorized by the Fixing America’s Surface Transportation Act (Pub. L. 114–94; December 4, 2015). The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117–58; November 15, 2021), continues FTA’s authority to regulate public transportation systems that receive Federal financial assistance under chapter 53. Section 5329(f) of Title 49 U.S.C. authorizes FTA to “require the production of documents by, and prescribe recordkeeping and reporting requirements for, a recipient or a State safety oversight agency” for the purposes of carrying out the Federal Public Transportation Safety Program. FTA is seeking approval of an information collection that will allow FTA to collect safety related data from transit agencies, State Safety Oversight Agencies (SSOAs), and States. FTA will use this information collection to assess how recipients of Federal financial assistance under chapter 53 are complying with FTA safety requirements and recommendations and ensuring safe transportation systems for the riders and patrons using each system, the workers operating each system, and the pedestrians interacting with each system. FTA may also use this collection to assist in determining whether there is a need for new or revised safety requirements. This collection is different from the existing safety related collections associated with the Public Transportation Agency Safety Plan Program (2132–0580), the Public Transportation Safety Certification Training Program (2132–0578), and the State Safety Oversight Program (2132–0558). The aforementioned collections are approved to collect information related to the requirements of those safety programs while this new collection is intended to cover other safety issues, including emerging safety concerns.

The information captured through this data collection will enable FTA to respond to existing safety issues and be proactive to address potential and emerging safety concerns. This information collection is essential to FTA’s safety oversight and grant-making roles—both critical to the Agency’s mission of improving public

transportation for America’s communities.

Respondents: Transit agencies, State safety oversight agencies, and States.

Estimated Annual Number of Respondents: 2,477.

Estimated Annual Number of Responses: 4,843.

Estimated Total Annual Burden: 146,940.

Frequency: Periodic.

Nadine Pembleton,

Deputy Associate Administrator, Office of Administration.

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DEPARTMENT OF TRANSPORTATION

[Docket No. DOT–OST–2023–0174]

Notice of Establishment of Aerospace Supply Chain Resiliency Task Force

AGENCY: Office of the Under Secretary for Transportation Policy, Department of Transportation (DOT).

ACTION: Notice of the establishment of the Aerospace Supply Chain Resiliency (ASCR) Task Force.

SUMMARY: DOT is announcing the establishment of the ASCR Task Force. The ASCR Task Force is required by section 106 of the Consolidated Appropriations Act of 2023, enacted December 29, 2022. This notice outlines DOT’s plan for implementation of this Task Force, including the dates of Task Force meetings. DOT will publish any future updates on the DOT web page. See further details within the **SUPPLEMENTARY INFORMATION** section of this notice.

DATES: The ASCR Task Force is established on the date of publication of this **Federal Register** Notice and will end when the Task Force submits its report to Congress.

ADDRESSES: The four official meetings of the Task Force will take place in person at U.S. DOT Headquarters, 1200 New Jersey Avenue SE, Washington, DC 20590. See Section 6 for further information about the schedule, location, and nature of the Task Force meetings.

FOR FURTHER INFORMATION CONTACT: Elliott Black, Facilitator, ASCR Task Force, Office of the Under Secretary for Transportation Policy, at (202) 924–0588 or email elliott.black1@dot.gov.

SUPPLEMENTARY INFORMATION: DOT is hereby announcing the establishment of a new Aerospace Supply Chain Resiliency (ASCR) Task Force. The ASCR Task Force is required by Section

106 of the Consolidated Appropriations Act of 2023 (Pub. L. 117–328), enacted December 29, 2022. This notice outlines DOT’s plan for implementation of this Task Force, including the dates of Task Force meetings.

The remainder of this notice includes:

1. Summary of statutory requirements (including the scope and purpose of the new Task Force).
2. Structure and composition of the Task Force.
3. Opportunities for others to provide input to the Task Force.
4. Proceedings, records, and nature of the required reports.
5. Relationship to other initiatives.
6. Schedule, location, and nature of the Task Force meetings.
7. Other Information.

1. Summary of Statutory Requirements

The statute established the purpose of the Task Force as to “Identify and assess risks to United States aerospace supply chains, including the availability of raw materials and critical manufactured goods, with respect to major end items produced by the aerospace industry; and the infrastructure of the National Airspace System; and identify best practices and make recommendations to mitigate those risks and support a robust United States aerospace supply chain.”

Accordingly, DOT has established the Task Force as required by the statute, to focus on the scope as set forth in statute. DOT will facilitate the Task Force and encourage all members to consider both current and emerging issues, including issues driven by new and evolving technologies as well as other external factors and trends.

The statute also established the maximum size of the Task Force, and a minimum list of required disciplines to be represented. Please see Section 2 (“Structure and composition of the Task Force”) for further information.

The statute also established several schedule requirements. Please see Section 5 (“Schedule, location, and nature of the Task Force meetings”) for further information.

The statute specifically exempted the Task Force from the Federal Advisory Committee Act (FACA). Accordingly, this Notice describes the parameters by which the Task Force will function.

2. Structure and Composition of the Task Force

The statute outlined 16 specific industry perspectives that must be represented, including six manufacturing categories, six operational categories, and four labor categories. The statute requires the Secretary to appoint “Individuals with