appropriate; and (4) whether the collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility. Submitted comments will be summarized and included in the Board's request for OMB approval.

Description of Collection

Title: Household Goods Movers' Disclosure Requirements.

OMB Control Number: 2140–0027.

STB Form Number: None.

Type of Review: Extension without change.

Respondents: Household goods movers (HHG Movers) that desire to offer a rate limiting their liability on interstate moves to anything less than replacement value of the goods.

Number of Respondents: 5,273 (approximate number of active household goods carriers in the United States according to the Federal Motor Carrier Safety Administration (FMCSA)). *See* 2022 Pocket Guide to Large Truck and Bus Statistics (December 2022) section 1–7 Household Goods Carriers and Brokers Operating in the United States, 2017–2021.

Frequency: On occasion.

Total Burden Hours: 101 hours. Household goods movers provide prospective clients with a prescribed form estimating the charges for the anticipated move and providing various warnings and disclosures, including a disclosure of the availability of two levels of recovery for loss and damage incurred during the move. The Board's request for approval of the initial estimate form contained a cost analysis indicating that inclusion of the loss-and-damage information was a one-time, start-up cost, and that an estimated 15 of the thousands of HHG Movers were large firms that print their own forms and that had already produced modified forms to meet the new requirement. The original request for approval also indicated that only a relatively small number of new entrants would have to create the required notice forms each year. Using 2022 Pocket Guide to Large Truck and Bus Statistics (section 1–7) to determine the latest three-year increase in the number of HHG Movers, Board staff estimates that there are approximately 202 of these new carriers that have entered the business annually over the last three reported years. Each of these new entrants would require approximately one hour to review the released rate decision and to cut and paste the warnings/disclosures into a general electronic form, but only a portion of that time (about half) would be allotted to the Board's released rate disclosure requirement. Therefore, the Board estimates that the annual hourly burden for this collection is 101 hours per year for the industry (202 responses annually × ½ × 1 hour = 101 burden hours).

Total ''Non-Hour Burden'' Cost: HHG Movers may provide these forms to shippers electronically.

Needs and Uses: In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, section 4215, Public Law 109–59, 119 Stat. 1144, 1760 (2005), Congress directed the Board to review consumer protection regulations concerning the loss or damage to property that occurs during interstate household goods moves. In Docket No. RR 999, the Board required household goods motor carriers and freight forwarders wishing to offer a rate limiting their liability on interstate moves to anything less than replacement value of the goods to provide their customers with clear written information concerning the two available cargo-liability options (a full replacement-value protection option and a lower, released-rate protection option). HHG Movers are required to provide this information on the standard written estimate form that the FMCSA requires HHG Movers to provide to their household goods moving customers. *See* 49 CFR 375.213. This information allows for early notice to household goods moving customers regarding the two liability options, as well as adequate time and information to help consumers decide which option to choose. If the customer elects anything other than full-value protection, the HHG Mover must inform the customer of their rights and obtain a signed waiver, as provided on the form. In doing so, this collection enables the Board to meet its statutory duty.

Under the PRA, a Federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Under 44 U.S.C. 3506(c)(2)(A), Federal agencies are required to provide, prior to an agency's submitting a collection to OMB for approval, a 60-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: August 2, 2023.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2023–16809 Filed 8–4–23; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–1169]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Inflation Reduction Act Fueling Aviation's Sustainable Transition Grant Program

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 for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 24, 2023. The collection involves soliciting project proposals for the Inflation Reduction Act (IRA) Fueling Aviation's Sustainable Transition (FAST) Grant Program. The information to be collected will be used to determine projects to be awarded FAST competitive discretionary grants.

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.* 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: Chris Dorbian by email at: *christopher.dorbian@faa.gov;* phone: 202–267–8156.

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–XXXX.

Title: Inflation Reduction Act Fueling Aviation's Sustainable Transition Grant Program.

Form Numbers: OMB Number 4040–0004, 4040–0006, 4040–0007, 4040–0008, 4040–0009, 4040–0010.

Type of Review: New 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 24, 2023 (88 FR 33659). The FAA is using this collection to solicit the information necessary to evaluate and select sustainable aviation fuel and low-emission aviation technology projects for funding under the Inflation Reduction Act (IRA), signed on August 16, 2022. Section 40007 of the Inflation Reduction Act of 2022 directs the Secretary of Transportation to implement a ''competitive grant program for eligible entities to carry out projects located in the United States that produce, transport, blend, or store sustainable aviation fuel, or develop, demonstrate, or apply low-emission aviation technologies.'' The Department of Transportation (DOT), Federal Aviation Administration (FAA) is seeking to establish this new grant program—named the Fueling Aviation's Sustainable Transition (FAST) Grant Program—and collect project proposals via a Notice of Funding Opportunity (NOFO). FAST will have elements focused on sustainable aviation fuel (SAF), to be termed FAST–SAF, and elements focused on low-emission aviation technologies, to be termed FAST-Tech. The program aims to reduce the greenhouse gas emissions (GHG) associated with the aviation sector, in line with the net-zero GHG by 2050 goal outlined in the U.S. Aviation Climate Action Plan. The amount of available funding for the two programs is $244.53M and $46.53M for FAST–SAF and FAST-Tech, respectively.

The NOFO will solicit project proposals from eligible entities. The collected information is required for FAA to evaluate proposals and distribute IRA funds to address U.S. climate goals. Eligible entities who elect to compete for funding and obtain benefits from the FAST Grant Program will submit project information. The information collected is based on grant criteria outlined in the IRA Section 40007.

The FAA will use information submitted to evaluate and select projects for funding that most closely align with the criteria outlined in the NOFO. A team of subject matter experts in aircraft technology development and sustainable aviation fuels from the FAA and other government agencies will assess each application against the applicable criteria. The information FAA is collecting will include technical, project management, and cost proposals for candidate projects. Key evaluation criteria include the capacity for the project to increase the domestic production and deployment of SAF or the use of low-emission aviation technologies and the projected greenhouse gas emissions from such a project.

Project information will be solicited through a NOFO published to *grants.gov.* Applications will be collected via *grants.gov.* The NOFO will outline in detail the form of the full application.

Respondents: Eligible entities as outlined in IRA Section 40007.

Frequency: One-time application per phase of funding.

Estimated Average Burden per Response: Approximately 500 hours.

Estimated Total Annual Burden: Approximately 25,000 hours (assuming 50 applicants).

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

Julie Marks,

Executive Director (Acting), Federal Aviation Administration—Office of Environment and Energy.

[FR Doc. 2023–16805 Filed 8–4–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–1480]

Agency Information Collection Activities: Requests for Comments; Clearance of Continued Approval of Information Collection: Limited Recreational Unmanned Aircraft Operation Applications

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 Office of Management and Budget (OMB) approval to continue information collection. The collection involves information related to recreational flying under the Exception for Limited Recreational Operations of Unmanned Aircraft. The information collected will be used to recognize Community Based Organizations (CBOs), administer an aeronautical knowledge and safety test, establish fixed flying sites, approve standards and limitations for Unmanned Aircraft Systems (UAS) weighing more than 55 pounds, and designate FAA Recognized Identification Areas (FRIAs).

DATES: Written comments should be submitted by October 6, 2023.

ADDRESSES: Please send written comments:

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

By mail: Alvin A Brunner, AFS–830/SPS, 800 Independence Ave. SW, Washington, DC 20591.

By email: alvin.a.brunner@faa.gov.

FOR FURTHER INFORMATION CONTACT: Alvin Brunner by email at: *alvin.a.brunner@faa.gov;* phone: (405) 666–1024.

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: 2120–0794.

Title: Limited Recreational Unmanned Aircraft Operation Applications.

Form Numbers: Online collection.

Type of Review: Continued information collection.

Background: In 2018, Congress passed the FAA Reauthorization Act of 2018 (Pub. L. 115–254). Section 44809 of Public Law 115–254 allows a person to operate a small unmanned aircraft (UA) without specific certification or operating authority from the FAA if the operation adheres to certain limitations. These limitations require the FAA to recognize community-based organizations (CBOs), develop and administer an aeronautical knowledge and safety test, establish fixed flying sites, approve standards and limitations for unmanned aircraft weighing more than 55 pounds, and designate FAA Recognized Identification Areas (FRIAs).

The information will be collected online, primarily through the FAA's DroneZone website. The information