

account. Finally, MySBA will highlight additional SBA products and services beneficial to them based on their customer or business information.

So the SBA can provide relevant information, customers may be asked to provide information that fall into three functional areas: Account Registration, Validation and Authentication, and Business Services.

#### Solicitation of Public Comments

SBA is requesting comments on (a) Whether the collection of information is necessary for the agency to properly perform its functions; (b) whether the burden estimates are accurate; (c) whether there are ways to minimize the burden, including through the use of automated techniques or other forms of information technology; and (d) whether there are ways to enhance the quality, utility, and clarity of the information.

#### Summary of Information Collection

*PRA Number:*

(1) *Title:* MySBA.

*Description of Respondents:* Current and potential customers of SBA programs.

*Form Number:* N/A.

*Total Estimated Annual Respondents:* 17,677,736 potential users.

*Total Estimated Annual Responses per Respondent:* 1.

*Total Estimated Annual Hour Burden per Respondent:* 2 minutes.

*Total Estimated Annual Hour Burden per Respondent:* 589,258 hours.

**Curtis B. Rich,**

*Agency Clearance Officer.*

[FR Doc. 2024–14194 Filed 6–27–24; 8:45 am]

**BILLING CODE 8026–09–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Release of ADAP Property

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** Notice is being given that the FAA is considering a request from the Port of Portland, Oregon to waive the Airport Development Aid Program property requirements for approximately 3 acres of airport property located at Hillsboro Airport, Hillsboro, Oregon.

**FOR FURTHER INFORMATION CONTACT:** Tim House, (206) 231–4248.

**SUPPLEMENTARY INFORMATION:** The subject property is located south of the

airport and separated from the aeronautical area by both NE Cornell Rd. and NE Veterans Dr. This release will allow the Port of Portland to sell 3.0 acres. The proceeds generated from the proposed release will be utilized for maintenance and capital improvements that support aeronautical activities. The Port of Portland, Oregon will receive not less than fair market value for the property. It has been determined through study that the subject 3.0 acres will not be needed for aeronautical purposes.

Dated: June 18, 2024.

**Warren D. Ferrell,**

*Manager, Seattle Airports District Office.*

[FR Doc. 2024–14007 Filed 6–27–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket Number: FAA–2024–0435]

#### Agency Information Collection

#### Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Pilot Records Improvement Act of 1996/Pilot Record Database

**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 March 25, 2024. The collection involves two distinct methods of collecting. The first method of collecting uses the traditional paper/hardcopy forms which is limited in scope. The second method is more expansive and uses online web-based forms or Application Programming Interface (API) upload functionality. The information can then be shared with a potential employer to aid them in their hiring decision-making process. The information collected can be release to a hiring employer by the pilot. Disclosure of their information is not possible unless the pilot first authorizes the release. The information to be collected will be used to and/or is necessary because before allowing an individual to begin service as a pilot, and air carrier or operator shall receive

and evaluate all relevant information pertaining to the individual.

**DATES:** Written comments should be submitted by July 29, 2024.

**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:

Justin Eddleman by email at:

[justin.eddleman@faa.gov](mailto:justin.eddleman@faa.gov); [prdsupport@faa.gov](mailto:prdsupport@faa.gov); phone: 405–954–4173.

#### 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:* 2120–0607.

*Title:* Pilot Records Improvement Act of 1996/Pilot Record Database.

*Form Numbers:*

FAA FORM 8060–11 AIR CARRIER AND OTHER RECORDS REQUEST (PRIA)

FAA FORM 8060–11A AIRMAN NOTICE AND RIGHT TO RECEIVE COPY—AIR CARRIER AND OTHER RECORDS (PRIA)

FAA FORM 8060–12 AUTHORIZATION FOR RELEASE OF DOT DRUG AND ALCOHOL TESTING RECORDS UNDER PRIA AND MAINTAINED UNDER TITLE 49 CODE OF FEDERAL REGULATIONS (49 CFR) PART 40

FAA FORM 8060–13 NATIONAL DRIVER REGISTER RECORDS REQUEST (PRIA)

FAA FORM 8060–14 PILOT CONSENT/ REVOCATION FOR AIR CARRIER ACCESS TO PILOT RECORDS DATABASE

FAA FORM 8060–15 PILOT RECORDS DATABASE PILOT RECORDS DISPUTE SUPPLEMENTAL INFORMATION

*Web Based Forms & API Upload:*

- #1: Drug and Alcohol records reporting
- #2: Training, qualification, and proficiency records reporting
- #3: Final Disciplinary Action records reporting
- #4: NDR records reporting

- #5: Date of Hire reporting
- #6: Assignment to Duty records reporting
- #7: Date of Separation reporting
- #8: Employment History records reporting
- #10: Pilot Consent form

*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 March 25, 2024 (89 FR 20749). The Pilot Records Improvement Act of 1996 (PRIA) as amended, was enacted to ensure that part 121, 125 and 135 air carriers and air operators adequately investigate a pilot's background before allowing that pilot to conduct commercial air carrier flights for their company. Under PRIA, a hiring employer cannot place a pilot into service until they obtain, review and approve the pilot's background and other safety-related records for the past 5 year period as specified in PRIA. The FAA information disclosed under PRIA are medical and airman certificate verifications and any closed enforcement and revocation data. The air carrier information disclosed under PRIA are those concerning pilot performance and training, disciplinary and removal from service, and drug and alcohol testing records. Records from the Department of Motor Vehicles of any particular State would include records of drug and alcohol convictions. Other records collections such as financial statements, fingerprints and failed check rides may be requested and received but they are outside the purview and scope of PRIA and would be requested using other vehicles than the PRIA forms. PRIA request forms can be received by fax or mail; however, the most common method is by email attachment, one pilot/applicant per one form. As set forth in 49 U.S.C. 44703(i)(1), under the Pilot Records Database (PRD), a hiring employer cannot place a pilot into service until the employer has evaluate all the relevant information in the PRD. PRD relies on a digital and centralized repository containing the pilot information. It also expands on the types of operators that must participate in the sharing of information than that of PRIA. The following official FAA-Records about a pilot are collected; airman certificates and associated ratings, accident and incident information, enforcement information, and drug and alcohol testing. There is also industry collected information about pilots which include; training, qualification, and proficiency Records,

final disciplinary records, employment history, and the Motor Vehicle Driving record evaluation date. The PRD facilitates the sharing of pilot records among pilot employers in a clearinghouse managed by the Federal Aviation Administration (FAA). In accordance with part 111, all 14 CFR part 121, 125, 135 certificate holders, 91K operators, air tour operators, and other specific entities operating under part 91 are required to access the PRD to either evaluate a pilot candidate prior to making a hiring decision or to report records. The PRD contains employer and FAA records on an individual's performance as a pilot for the life of the individual. Records contained within the database would only be permitted to be used as a hiring aid in an operator's decision-making process for pilot employment. The pilot has full control of who they release their PRD information to and for how long. Disclosure of their information can only be initiated by the pilot.

**Respondents:**

Regarding PRIA, the PRIA representative at each part 121, 125 and 135 air carrier is responsible for completing, forwarding, receiving and providing the air carrier with the completed PRIA report so the air carrier can make a more informed hiring decision concerning each pilot/applicant. One complete PRIA package is required for every pilot/applicant. As of December 7, 2021, the FAA no longer processes PRIA requests via Form 8060-10, as this function became available through PRD. Prior to December 7, 2021, the FAA processes approximately 24,120 PRIA packages per year from respondents.

Regarding PRD, the PRD representative at each certificate holder operating under part 121, 125, 135, 91K operators, air tour operators, and other specific entities operating under part 91 is responsible for completing and submitting the PRD employer records to PRD, for each pilot, through the Web based forms or API. Pilots who hold commercial, airline transport, or remote pilot certificates can access PRD and complete web-based forms concerning Employment History records reporting (#8) and Pilot Consent form (#10). If the pilot is unable to access the PRD, the pilot can submit hardcopies of FAA Forms 8060-14 and 8060-15 to [prdsupport@faa.gov](mailto:prdsupport@faa.gov) for processing by the FAA on their behalf. The FAA processes approximately 1,040 FAA forms 8060-14 and ten FAA forms 8060-15 per year from respondents.

**Frequency:** On occasion.

**Estimated Average Burden per Response:** 0.07181 hours.

**Estimated Total Annual Burden:** 385,367.92 hours.

Issued in Oklahoma City, OK, on June 25, 2024.

**Justin Eddleman,**

*PRD/PRIA Program Manager, Safety Analysis & Promotion Division, Automation Systems Management Group, AFS-950.*

[FR Doc. 2024-14305 Filed 6-27-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0109; FMCSA-2015-0116; FMCSA-2015-0323; FMCSA-2015-0326; FMCSA-2018-0050; FMCSA-2018-0051; FMCSA-2019-0206; FMCSA-2020-0046; FMCSA-2020-0047; FMCSA-2022-0043]

### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

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

**SUMMARY:** FMCSA announces its decision to renew exemptions for 12 individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have "no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV." The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

**DATES:** Each group of renewed exemptions are applicable on the dates stated in the discussions below and will expire on the dates stated in the discussions below. Comments must be received on or before July 29, 2024.

**ADDRESSES:** You may submit comments identified by the Federal Docket Management System Docket No. FMCSA-2013-0109, Docket No. FMCSA-2015-0116, Docket No. FMCSA-2015-0323, Docket No. FMCSA-2015-0326, Docket No. FMCSA-2018-0050, Docket No. FMCSA-2018-0051, Docket No. FMCSA-2019-0206, Docket No. FMCSA-2020-0046, Docket No. FMCSA-2020-0047, or Docket No. FMCSA-2022-0043 using any of the following methods: