

HHG has also filed a petition for waiver of 49 CFR 1180.4(g)(1), which states that a notice of exemption must be filed at least 30 days before a transaction is consummated. HHG asks the Board to waive that provision and allow this notice to become effective by May 6, 2022, to minimize the risk of disruption of rail service on the Line. HHG's request will be addressed in a separate decision, in which the Board will establish the effective date of the exemption.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than May 13, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36608, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on HHG's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to HHG, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: May 3, 2022.

By the Board, Valerie O. Quinn, Acting Director, Office of Proceedings.

**Regena Smith-Bernard,**

*Clearance Clerk.*

[FR Doc. 2022-09774 Filed 5-5-22; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Docket No. FAA-2022-0559; Notice of Availability Docket No. 22-ANE-6]**

#### **Notice of Availability of the Final Environmental Assessment (Final EA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for a New Instrument Approach Procedure (IAP), Referred to as the Area Navigation (RNAV) Global Positioning System (GPS) Runway 4 Left (4L) Procedure, to Runway 4L at Boston Logan International Airport (BOS)**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice of availability.

**SUMMARY:** The FAA, Eastern Service Center, is issuing this notice to advise the public of the availability of the Final Environmental Assessment (Final EA) and FAA's Finding of No Significant Impact (FONSI)/Record of Decision (ROD) to implement a new RNAV GPS arrival procedure to Runway 4L at BOS. The FAA issued its Final EA and FONSI/ROD on May 4, 2022.

**FOR FURTHER INFORMATION CONTACT:** Veronda Johnson, Federal Aviation Administration, Operations Support Group, Eastern Service Center, 1701 Columbia Avenue, College Park, Georgia 30337, (404) 305-5598. Additional information about the FAA's actions and environmental review of this project is available at the following website: [FAABostonWorkshops.com](http://FAABostonWorkshops.com).

**SUPPLEMENTARY INFORMATION:** The Final EA responds to agency and public comments received by the FAA and it updates the Draft EA, issued on September 21, 2020. The Final EA and FONSI/ROD documents that the Proposed Action is consistent with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and with existing national environmental policies and objectives set forth in Section 101 of the *National Environmental Policy Act of 1969*, 42 U.S.C. 4321 *et seq.* (NEPA), Council on Environmental Quality regulations, 40 CFR parts 1500-1508, the requirements of Section 106 of the *National Historic Preservation Act*, and all other applicable special purpose laws. The Proposed Action will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA, and that an Environmental Impact Statement (EIS) is therefore not necessary. The FONSI/

ROD documents the FAA's decision to implement the Proposed Action alternative as detailed in and supported by the Final EA. The proposed instrument approach procedure will enhance public aviation safety by providing pilots with lateral and vertical electronic guidance to ensure a stabilized approach to landing, particularly during marginal and poor weather conditions. The proposed instrument approach procedure will also reduce delays at the Airport by reducing the number of flights that must be canceled during times of poor weather, resulting in an increase in efficiency at the airport as well as the National Airspace System (NAS) as a whole.

**Availability:** The Final EA and FONSI/ROD are available for review at the following locations:

(1) Online at

[FAABostonWorkshops.com](http://FAABostonWorkshops.com).

(2) Electronic Versions of the Final EA and FONSI/ROD have been sent to twelve libraries in the vicinity of BOS with a request to make the digital document available to patrons. A list of these libraries is available online at the website above and is shown below. The FAA recognizes that libraries may be closed due to the COVID-19 public health emergency and, therefore, availability through these libraries may be impacted.

Boston Public Library, Central Library, 700 Boylston St., Boston, MA  
 Boston Public Library, Codman Square, 690 Washington St., Boston, MA  
 Boston Public Library, Fields Corner, 1520 Dorchester Avenue, Dorchester, MA  
 Boston Public Library, Grove Hall, 41 Geneva Avenue, Boston, MA  
 Boston Public Library, Lower Mills, 27 Richmond St., Boston, MA  
 Boston Public Library, Mattapan, 1350 Blue Hill Avenue, Boston, MA  
 Boston Public Library, Roxbury, 149 Dudley St. Roxbury, MA  
 Boston Public Library, South Boston, 646 E Broadway, South Boston, MA  
 Boston Public Library, South End, 685 Tremont St., Boston, MA  
 Milton Public Library 476 Canton Avenue, Milton, MA  
 Thomas Crane Public Library, 40 Washington St., Quincy, MA  
 Hyde Park Branch of the Boston Public Library, 35 Harvard Avenue, Hyde Park, MA

(3) Further information about the FAA's actions and environmental review of this project is also available at the following website: [https://www.faa.gov/air\\_traffic/community\\_engagement/bos/](https://www.faa.gov/air_traffic/community_engagement/bos/).

If you are unable to access the documentation through one of these means, email [Veronda.Johnson@faa.gov](mailto:Veronda.Johnson@faa.gov) to request a copy of the document.

The FAA previously published notice of this decision in the **Federal Register** on May 2, 2022 (87 FR 25691). The timing of that notice was made in error and is superseded by this notice.

**Veronda Johnson,**

*EPS, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2022-09718 Filed 5-5-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2022-0612]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Bipartisan Infrastructure Law Airport Terminal and Tower Project Information

**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 collection involves soliciting project information for the Bipartisan Infrastructure Law (BIL) Airport Terminal and Tower Programs. The information to be collected will be used to determine projects to be awarded BIL competitive discretionary grants.

**DATES:** Written comments should be submitted by July 5, 2022.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:* [www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* Robin K. Hunt, Federal Aviation Administration, ATTN: Airports Financial Assistance Division (APP-500), 800 Independence Avenue SW, Suite 619, Washington DC 20591.

*By fax:* 202-267-5302.

#### FOR FURTHER INFORMATION CONTACT:

Robin K. Hunt, Manager, BIL Implementation Team, by email at: [9-ARP-BILAirports@faa.gov](mailto:9-ARP-BILAirports@faa.gov); phone: (202) 267-3831.

#### 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:* 2120-0806.

*Title:* Bipartisan Infrastructure Law Airport Terminal and Tower Project Information.

*Form Numbers:* 5100-144.

*Type of Review:* Renewal of an information collection.

*Background:* The FAA uses this collection to solicit the information necessary to evaluate and select airport terminal and tower projects for funding under the Bipartisan Infrastructure Law (BIL), signed on November 15, 2021. The BIL provides about \$1,020,000,000 annually, for five years, to award competitive discretionary grants for airport terminal and tower development. Of this amount, about \$1,000,000,000 annually, for five years, is for the Airport Terminal Program, and \$20,000,000 annually, for five years, is for an Airport-owned Contract Tower Program (referred to collectively as "Airport Terminal and Towers Programs"). The information collected is based on grant considerations and priorities outlined in the BIL. Project consideration areas include increasing terminal capacity and passenger access; replacing aging infrastructure; achieving compliance with the Americans with Disabilities Act (42 U.S.C. 12101, *et seq.*) and expanding accessibility for persons with disabilities; improving airport access for historically disadvantaged populations; improving energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; improving airfield safety through terminal relocation; encouraging actual and potential competition; and creating good paying jobs. The information FAA is collecting will include general airport information, a project overview, and narratives on project consideration areas as outlined in the BIL. Airport owners and managers who want to pursue funding and obtain benefits from the BIL Airport Terminal and Tower Programs will submit information via FAA Form 5100-144 to compete for grants. Approximately 3,075 airports are eligible to compete for this funding, but

FAA expects only a small subset of eligible airports to submit project information through this competitive discretionary grant process.

*Respondents:* Approximately 655 airports.

*Frequency:* Annually.

*Estimated Average Burden per Response:* 6 Hours.

*Estimated Total Annual Burden:* 3,930 Hours for all respondents.

Issued in Washington, DC, on May 3, 2022.

**Robin K. Hunt,**

*Manager, BIL Implementation Team, Office of Airports.*

[FR Doc. 2022-09803 Filed 5-5-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2021-0002]

#### New Car Assessment Program; Request for Comments; Extension of Comment Period

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Extension of comment period.

**SUMMARY:** NHTSA received two petitions to extend the comment period for a Request for comments (RFC) notice on significant updates to the New Car Assessment Program (NCAP). Pursuant to fulfilling the FAST Act directive and the Bipartisan Infrastructure Law, NHTSA published an RFC notice announcing its current and future plans for updating NCAP on March 9, 2022. The comment period for the RFC notice was scheduled to end on May 9, 2022. NHTSA is extending the comment period for the March 9, 2022 RFC notice by 30 days.

**DATES:** The comment period for the RFC notice published on March 9, 2022 is extended to June 8, 2022.

**ADDRESSES:** You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE,