

govern the disposition of the part when it is removed from the aircraft. If the part is intended to be reinstalled, however, a record of the life status of the part will be needed at the time of reinstallation to show that the part is within its life limit and to create the required record under §§ 91.417(a)(2)(ii), 121.380(a)(2)(iii), or 135.439(a)(2)(ii), as applicable. Therefore, when a life-limited part is removed from an aircraft and that part is intended to be reinstalled in an aircraft, industry practice is to make a record of the part's current status at the time of removal. Repair stations, air carriers, and fixed base operators (FBO's) have systems in place to keep accurate records of such parts to ensure that they can reinstall the parts and have the required records to show that the part is airworthy. If the part is not intended to be reinstalled, however, under existing regulations and practice there is no record required or routinely made when a part is removed from an aircraft. The part may be at the end of its life limit and not eligible for installation. Or, the part may not have reached the end of its life limit, but is so close that reinstallation would not be practicable. In these cases industry practices vary. For instance, the part might be put in a bin and later sold as scrap metal, it might be used as a training aid, or it might be mutilated. This renewal of the OMB control action requires the continued information collection.

**Respondents:** Industry associations, air carriers, manufacturers, repair stations, representatives of employees, a foreign civil air authority, and individuals estimated to 8,000.

**Frequency:** As identified in previous rulemaking proposals for an annual frequency of information collection requirements is 100,000 procedures.

**Estimated Average Burden per Response:** 30 minutes per procedure.

**Estimated Total Annual Burden:** As identified in previous rule making estimates for this information collection the FAA refined its estimate of annual burden, and has determined that there is no more than a minimal paperwork burden on any respondent for the record keeping and reporting requirements of 30 minutes duration, at \$54 per hour per procedure.

Issued in Washington, DC, on September 24, 2020.

**David Hoyng,**

*Aviation Safety Inspector—LLP SME, Air Carrier Branch/Aircraft Maintenance Division/Office of Safety Standards.*

[FR Doc. 2020-21523 Filed 9-28-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0060]

#### Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Pilot Professional Development

**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 new information collection. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 7, 2016. The collection involves the development and approval of new and revised training curriculum for certificate holders using part 121 pilot training and qualification programs.

**DATES:** Written comments should be submitted by October 29, 2020.

**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:** Sheri Pippin by email at: [sheri.pippin@faa.gov](mailto:sheri.pippin@faa.gov); phone: 424-405-7256.

#### 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:** Pilot Professional Development.

**Form Numbers:** None.

**Type of Review:** This is a 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 October 7, 2016 (81 FR 69908). On February 25, 2020, the FAA published the Pilot Professional Development final rule. This action amends the requirements primarily applicable to air carriers conducting domestic, flag, and supplemental operations to enhance the professional development of pilots in those operations. This action requires air carriers conducting domestic, flag, and supplemental operations to provide new-hire pilots with an opportunity to observe flight operations and become familiar with procedures before serving as a flightcrew member in operations; to revise the upgrade curriculum; and to provide leadership and command and mentoring training for all pilots in command. This final rule will mitigate incidents of unprofessional pilot behavior and reduce pilot errors that can lead to a catastrophic event.

**Summary:** The final rule requires the development and approval of new and revised training curriculums for the following:

- Leadership and command and mentoring ground training for pilots currently serving as PIC (§ 121.429) and recurrent PIC leadership and command and mentoring training (§§ 121.409(b) and 121.427);
- Leadership and command training and recurrent leadership and command training for pilots serving as SIC in operations that require three or more pilots (§ 121.432(a));
- Upgrade training curriculum requirements (§§ 121.420 and 121.426);
- Part 121 appendix H requirements; and
- Approval of Qualification Standards Document for certificate holders using an Advanced Qualification Program (AQP) (§ 121.909).

The final rule also requires some additional recordkeeping related to maintaining records of pilots completing the following:

- Leadership and command and mentoring ground training for pilots currently serving as PIC (§ 121.429);
- Leadership and command training and recurrent leadership and command training for pilots serving as SIC in operations that require three or more pilots (§ 121.432(a));
- Recurrent PIC leadership and command and mentoring ground training (§ 121.427); and
- Operations familiarization for new-hire pilots (§ 121.435).

**Use:** This information will be used to ensure safety-of-flight by making certain that adequate training is obtained and maintained by those who operate under part 121. The FAA will review the respondents' training programs and

training courseware through routine certification, inspection and surveillance of certificate holders using part 121 pilot training and qualification programs to ensure compliance and adherence to regulations and, where necessary, to take enforcement action.

*Respondents:* As of February 2017, there were 79 certificate holders who use part 121 pilot training and qualification programs. They collectively employed 39,122 PICs and 42,227 SICs.

*Frequency:* Information is collected on occasion. Responses will vary based on type of operation.

*Estimated Average Burden per Response:* Burden per Operator varies per operation.

*Estimated Total Annual Burden:* 206 hours.

Issued in Washington, DC, on September 24, 2020.

**Sandra L. Ray,**

*Aviation Safety Inspector, FAA, Policy Integration Branch, AFS-270.*

[FR Doc. 2020-21482 Filed 9-28-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0228]

#### Agency Information Collection

#### Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Pilots Convicted of Alcohol or Drug-Related Motor Vehicle Offenses Subject to State Motor Vehicle Administrative Procedure

**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 4, 2020. The collection involves receiving and maintaining correspondence required to be sent to the FAA from pilots who have been involved in a drug or alcohol related motor vehicle action. The information to be collected will be used to and/or is necessary because the FAA is concerned about those airmen abusing or dependent on drugs or

alcohol in regard to the safety of the National Airspace System.

**DATES:** Written comments should be submitted by October 29, 2020.

**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:

Christopher Marks by email at: [Christopher.Marks@faa.gov](mailto:Christopher.Marks@faa.gov); phone: 405-954-2789.

#### 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:* 2120-0543.

*Title:* Pilots Convicted of Alcohol or Drug-Related Motor Vehicle Offenses Subject to State Motor Vehicle Administrative Procedure.

*Form Numbers:* No official form numbers used.

*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 4, 2020 (85 FR 12817). After a study and audit conducted from the late 1970's through the 1980's by the Department of Transportation, Office of the Inspector General, (DOT/OIG), the DOT/OIG recommended the FAA find a way to track alcohol abusers and those dependent on the substance that may pose a threat to the National Airspace (NAS). Through a Congressional act issued in November of 1990, the FAA established a Driving Under the Influence (DUI) and Driving While Intoxicated (DWI) Investigations Branch. The final rule for this program is found in Title 14 Code of Federal Regulations (CFR)—Part 61 § 61.15.

This regulation calls for pilots certificated by the FAA to send information regarding Driving Under the Influence (or similar charges) of alcohol and/or drugs to the FAA within 60 days from either an administrative action against their driver's license and/or

criminal conviction. Part of the regulation also calls for the FAA to seek certificate action should an airman be involved in multiple, separate drug/alcohol related motor vehicle incidents within a three-year period. Information sent by the airmen is used to confirm or refute any violations of these regulations, as well as by the Civil Aerospace Medical Institute (CAMI) for medical qualification purposes. Collection by CAMI is covered under a separate OMB control number 2120-0034.

An airman is required to provide a letter via mail or facsimile, with the following information: Name, address, date of birth, pilot certificate number, the type of violation which resulted in the conviction or administrative action, and the state which holds the records or action.

*Respondents:* 589 FAA airmen with drug and alcohol related motor vehicle actions provide approximately 862 reports per year over the last three years.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* 30 minutes.

*Estimated Total Annual Burden:* 431 hours.

Issued in Oklahoma City, OK on September 23, 2020.

**Christopher Marks,**

*Security Specialist, Office of Security & Hazardous Materials Safety/Enforcement Standards & Policy Division, AXE-900.*

[FR Doc. 2020-21418 Filed 9-28-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2020-0064]

#### Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document supplements the August 11, 2020, notice to the public (85 FR 48631) regarding the July 28, 2020, petition by BNSF Railway Company (BNSF) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 213. The Federal Railroad Administration (FRA) assigned the petition Docket Number FRA-2020-0064.

In support of its petition, BNSF referenced data and analysis from BNSF's ongoing Track Inspection Test Program, Docket Number FRA-2018-0091, however the specific data was not included in the petition. FRA requested that BNSF provide all applicable data, and FRA has posted the data to Docket