

land from aeronautical to non-aeronautical use and to authorize the lease of airport property located at John Glenn Columbus International Airport, Columbus, Ohio. The aforementioned land is not needed for aeronautical use.

The subject property is located along the northern property boundary of the airport; north of Bridgeway Avenue. The parcel is currently vacant. The parcel presently serves the primary purpose of compatible land use. The parcel will continue to serve in this same capacity with a proposed change to nonaeronautical, revenue-producing use from its present aeronautical use designation. The parcel will be used for construction of a 2-story office building, approximately 19,600 square feet, connected to a 80,100 square foot building, and the potential to add a 30,000 square foot building. The proposed development also includes approximately 289 parking spaces with the flexibility to add 14 spaces for future expansion.

DATES: Comments must be received on or before June 6, 2019.

ADDRESSES: Documents are available for review by appointment at the FAA Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174 or the Columbus Regional Airport Authority, Planning and Engineering, John Glenn Columbus International Airport, 4600 International Gateway, Columbus, Ohio 43219. Written comments on the Sponsor's request must be delivered or mailed to: Ms. Katherine Delaney, Community Planner, Detroit Airports District Office, Federal Aviation Administration, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174. Telephone Number (734) 229-2900; FAX Number (734) 229-2950.

FOR FURTHER INFORMATION CONTACT: Ms. Katherine Delaney, Community Planner, Federal Aviation Administration, Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174. Telephone Number (734) 229-2900; FAX Number (734) 229-2950.

SUPPLEMENTARY INFORMATION: In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The parcel is depicted on the Airport Layout Plan (ALP) dated November 17, 2011, and the Exhibit "A" property map. The parcel was acquired with Airport Improvement Program (AIP)

Grants: 3-39-0025-01, 3-39-0024-02, and 06-39-0025-04.

No airport landside or airside facilities are presently located on this parcel nor is airport development contemplated in the future. Development of the parcel for airside or landside operations is not practical due to Bridgeway Avenue's location which precludes aeronautical development from being contiguous to the airfield. Relocating the road is cost prohibitive. There are no impacts to the airport by allowing it to waive the requirement to maintain the parcel for aeronautical use.

The sponsor will control use of the parcel through the terms and conditions of the ground lease. The lease will be subordinate to the sponsor's existing grant assurances. This will ensure that all activities contemplated on the parcel will be compatible with FAA requirements and airport operations.

The disposition of proceeds from the lease of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

This notice announces that the FAA is considering the release of the subject airport property at the John Glenn Columbus International Airport, Columbus, Ohio from its obligations to be maintained for aeronautical purposes. Approval does not constitute a commitment by the FAA to financially assist in the change in use of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

A Categorical Exclusion addressing the proposed development of the parcel was prepared. The Categorical Exclusion was executed by the FAA on June 14, 2018.

Following is a legal description of the subject airport property at the John Glenn Columbus International Airport in Columbus, Ohio:

Situated in the State of Ohio, County of Franklin, City of Columbus, lying in Quarter Township 4, Township 1, Range 17, United States Military Lands, being a part of those tracts conveyed to Columbus Regional Airport Authority by deed of record in Instrument Number 200712310221206, all of that 0.409 acre tract conveyed to Columbus Municipal Airport Authority by deed of record in Original Record 201103F05, and part of that 7.957 acre tract conveyed to Columbus Regional Airport Authority by deed of record in Instrument Number 200812110178154, (all references to the records of the Recorder's Office, Franklin County, Ohio) and being more particularly described as follows:

BEGINNING, at the intersection of the westerly right-of-way line of James Road (33') and northerly right-of-way line of Bridgeway Avenue; Thence North 04°08'55" East, with the westerly right-of-way line of said James Road (33'), a distance of 453.72 feet to a point in the southerly limited access right of way of Interstate 270; Thence South 85°39'35" East, across the right-of-way of said James Road (33'), with the southerly limited access right-of-way line of said Interstate 270, with northerly line of said 0.409 acre tract, a distance of 736.99 feet to a point in the northerly line of said Columbus Regional Airport Authority tract, a southeasterly corner of said 0.409 acre tract; Thence 86°16'15" East, with the southerly limited access right-of-way line of Interstate 270, with the northerly line of said Columbus Regional Airport Authority tract, a distance of 45.76 feet to a point; Thence across said Columbus Regional Airport Authority tract, the following courses and distances: South 03°43'45" West, a distance of 49.59 feet to a point on a curve; With the arc of the curve to the left, having a central angle of 20°05'15", a radius of 295.00 feet, an arc length of 103.43 feet, a chord bearing of South 26°47'52" East and chord distance of 102.90 feet to a point; and South 04°23'39" West, a distance of 276.72 feet to a point; Thence North 85°36'21" West, across said Columbus Regional Airport Authority tract, across the right-of-way of said James Road (33'), a distance of 849.90 feet to the POINT OF BEGINNING, containing 8.313 acres, more or less.

Issued in Romulus, Michigan on April 29, 2019.

John L. Mayfield, Jr.

Manager, Detroit Airports District Office FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2017-0002-N-5]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR)

abstracted below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On October 26, 2018, FRA published a notice providing a 60-day period for public comment on the ICR.

DATES: Interested persons are invited to submit comments on or before June 6, 2019.

ADDRESSES: Submit written comments on the ICR to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: oir-submissions@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Rachel Grice, Engineering Psychologist, Office of Railroad Policy & Development, Human Factors Division, Federal Railroad Administration, 1200 New Jersey Avenue SE, Washington, DC 20590 (telephone: (202) 493-8005); or Ms. Kim Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, Federal Railroad Administration, 1200 New Jersey Avenue SE, Washington, DC 20590 (telephone: (202) 493-6132).

SUPPLEMENTARY INFORMATION: The PRA, 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. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On October 26, 2018, FRA published a 60-day notice in the **Federal Register** soliciting comment on the ICR for which it is now seeking OMB approval. See 83 FR 54173. FRA received one comment in response to this notice from the Transportation Trades Department, AFL-CIO (TTD). TTD questioned the scope of the study due to the intent to survey locomotive engineers, while excluding conductors, whom TTD contends are equally likely to suffer additional fatigue due to commute time. TTD explained that, like engineers, conductors are required to perform a number of safety-sensitive functions on the job, which can be hampered by fatigue. Additionally, TTD notes the hours of service statute and regulations do not differentiate between the two occupations, providing identical fatigue protections for all “train employees.” To address these concerns, FRA revised the scope of the study to include conductors in addition to locomotive engineers. The inclusion of

conductors will enable FRA to get the most complete results from this study on fatigue conditions.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days for public comment. 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 1320.10(b); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes 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, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: The Impact of Commute Times on the Fatigue and Safety of Locomotive Engineers and Conductors.

OMB Control Number: 2130-NEW.

Abstract: Time-on-task and time awake are two well-known factors that contribute to fatigue. Time-on-task refers to the length of time a person has been performing a task, whereas time awake refers to the length of time since a person last slept. Both these factors can have a detrimental effect on performance, with the risk of adverse safety events (e.g., crashes) increasing as the length of time that a person performs a task or remains awake increases. These factors also influence each other; that is, the negative effects of increasing time-on-task may become evident sooner if the person has also been awake for a long time. Drivers with longer commutes experience greater time awake and time-on-task than drivers with shorter commutes. A growing body of evidence from a

number of industries (e.g., medical, mining, long-haul trucking) suggests that commuting time has a detrimental impact on driving performance, particularly when combined with night-time shift work. However, the extent to which these factors impact the fatigue and safety of locomotive engineers and conductors remains unknown.

Type of Request: New information collection.

Affected Public: Railroad Workers.
Form(s): FRA F 245.

Respondent Universe: 69,000 total (31,000 locomotive engineers and 38,000 conductors).

Frequency of Submission: Single submission per person.

Reporting Burden: The estimated total annual burden is 3,450 hours across the 10,350 locomotive engineers and conductors (estimating a 15% response rate). Each respondent completes a single online questionnaire and the questionnaire is estimated to take 20 minutes.

Total Estimated Annual Responses: 10,350 responses.

Total Estimated Annual Burden: 3,450 hours.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Brett A. Jortland,

Acting Chief Counsel.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2019–0008]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that on January 31, 2019, the Knoxville & Holston River Railroad (KXHR) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 and 224. FRA assigned the petition Docket Number FRA–2019–0008.

Specifically, KXHR requests relief from 49 CFR 215.303, *Stenciling of restricted cars*, for 5 freight cars (Car Nos. KXHR 9, KXHR 11, KXHR 1101,