

Vessel Registration Identification IMO 8406573 (vessel) [RUSSIA—EO14024] (Linked To: AMIGE AO).

Identified as property in which JSC POLAR MARINE GEOSURVEY EXPEDITION, a person designated pursuant to E.O. 14024, has an interest.

**Amy E. Holman,**

*Principal Deputy Assistant Secretary, Bureau of Economic and Business Affairs, Department of State.*

[FR Doc. 2024–12822 Filed 6–11–24; 8:45 am]

BILLING CODE 4710–07–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No.: FAA–2024–1586]

#### Draft Advisory Circular for the Type Certification of Powered-Lift

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

**ACTION:** Notice of availability, request for comments.

**SUMMARY:** The FAA invites public comment on the agency’s draft advisory circular for the type, production, and airworthiness certification of powered-lift.

**DATES:** Comments must be received on or before August 12, 2024.

**ADDRESSES:** Send comments identified with “Type Certification—Powered-lift” and docket number FAA–2024–1586 using any of the following methods:

- *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

*Privacy:* The FAA will post all comments received without change to [www.regulations.gov](http://www.regulations.gov), including any personal information the commenter provides. DOT’s complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477–19478), as well as at [DocketsInfo.dot.gov](http://DocketsInfo.dot.gov).

#### FOR FURTHER INFORMATION CONTACT:

James Blyn, Product Policy Management: Airplanes, GA, Emerging Aircraft, and Rotorcraft AIR–62B, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, Texas 76177; telephone (817) 222–5762; email [james.blyn@faa.gov](mailto:james.blyn@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Title 14 of the Code of Federal Regulations (14 CFR) part 21 provides procedures for the type certification and airworthiness certification of special classes of aircraft. Special classes of aircraft include gliders and powered gliders, airships, powered-lift, and other kinds of aircraft, which would be eligible for a standard airworthiness certificate but for which no airworthiness standards have as yet been established as a separate part of 14 CFR chapter I, subchapter C. Airworthiness standards for these special classes of aircraft are the portions of the requirements in parts 23, 25, 27, 29, 31, 33, and 35 found by the FAA to be appropriate and applicable to the specific type design and any other airworthiness criteria found by the FAA to provide an equivalent level of safety to the existing standards.

Recent applications for the type certification of powered-lift have proposed passenger seating configurations of six or less, weighing 12,500 pounds or less, and utilizing battery-powered electric engines for propulsion. For each of these projects, the FAA has published the proposed airworthiness criteria, along with an explanation of its equivalency determination, in the **Federal Register** for public notice and comment. The FAA used its experience with those recent powered-lift applications to develop the criteria in the draft advisory circular “Type Certification—Powered-lift.” This draft advisory circular establishes a more efficient path in designating the type certification basis for certain powered-lift projects, as the FAA will not need to announce the criteria for each project in the **Federal Register** for notice and comment.

##### Comments Invited

The FAA invites the public to submit comments on the draft advisory circular, as specified in the **ADDRESSES** section. Commenters should include the subject line “Type Certification—Powered-lift” and the docket number FAA 2024–1586 on all comments submitted to the FAA. The most helpful comments will reference a specific portion of the draft

document, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received on or before the closing date before issuing the final advisory circular. The FAA will also consider late-filed comments if it is possible to do so without incurring expense or delay.

You may examine the draft advisory circular on the agency’s public website and in the docket as follows:

- At [www.regulations.gov](http://www.regulations.gov) in Docket FAA–2024–1586.
- At [www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/).

Issued in Washington, DC, on June 7, 2024.

**Daniel J. Elgas,**

*Director, Policy and Standards Division, Aircraft Certification Service.*

[FR Doc. 2024–12859 Filed 6–11–24; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0024]

#### Agency Information Collection Activities; Notice and Request for Comment; Motorcycle Crash Avoidance Technology Review

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

**ACTION:** Notice and request for comments on a request for approval of a new information collection.

**SUMMARY:** NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. The new information collection would be a one-time, voluntary, and anonymous survey of motorcycle riders to obtain consumer-reported feedback and perspectives on the use and availability of advanced crash avoidance motorcycle technologies. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes the proposed motorcycle crash avoidance technology survey for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be submitted on or before August 12, 2024.

**ADDRESSES:** You may submit comments identified by the Docket No. NHTSA–2024–0024 through any of the following methods:

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

- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9322 before coming.

*Instructions:* All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <https://www.transportation.gov/privacy>.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets via internet.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Mr. Ryan Rahimpour, NHTSA, Office of Vehicle Safety Research, (202) 366–8756, W46–432, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB’s regulation (at

5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency’s estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.* permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

*Title:* Motorcycle Crash Avoidance Technology Review.

*OMB Control Number:* New.

*Form Number(s):* Eligibility Questionnaire, NHTSA Form 1811; Informed Consent, NHTSA Form 1812; Full Questionnaire, NHTSA Form 1813.

*Type of Request:* New Information Collection.

*Type of Review Requested:* Regular.

*Requested Expiration Date of Approval:* One year from date of approval.

### Summary of the Collection of Information

NHTSA is seeking approval to conduct three voluntary, one-time, information collections that would be part of a survey of motorcycle riders to obtain consumer-reported feedback and perspectives on the use and availability of advanced crash avoidance motorcycle technologies. These information collections would be conducted by NHTSA’s contractor, the University of Michigan Transportation Research Institute (UMTRI) and will involve a convenience sample of motorcycle riders and will collect information on current consumer perceptions of the utility and availability of the technologies, including consumer willingness to use advanced safety technology on motorcycles and the impact of various contextual factors (*e.g.*, personal, mandates, costs) on this willingness. It is part of a research effort UMTRI is undertaking entitled “Motorcycle Crash Avoidance Technology Review,” which gathers data and performs analysis to summarize the scope of the motorcycle

crashes, estimate the prevalence of different crash avoidance technologies available in the fleet, understand the crash avoidance technologies under development, and identify perspectives on advanced motorcycle technologies.

The three information collections include: (1) an eligibility questionnaire; (2) an informed consent; and (3) the survey questionnaire. The survey will ask respondents for background information on themselves (demographics, riding behavior, and safety habits like helmet use) to gauge whether knowledge and beliefs about motorcycle systems differ by these contexts. The survey will ask about respondents’ knowledge and beliefs regarding motorcycle safety technology using open-ended questions where respondents can type in their responses. These questions include consumer willingness to use various motorcycle technologies and their perspectives on the impact of various contextual factors (*e.g.*, personal beliefs, mandates, costs).

- Technologies include braking systems (anti-lock braking, combined braking, automatic emergency braking); warning systems (lane departure, blind spot, curve speed, forward collision, and rear collision); and control systems (stability control and wheelie control).

- Open-ended questions aim to gather unbiased perspective and allow a measure of accuracy of information available to consumers and users. Additionally, overall thoughts on technologies provide insight into user acceptance and can be evaluated by demographics and user characteristics.

- Willingness to purchase and use technologies provides perspective for incentivized incorporation of technologies and potential disengagement or modification to make inoperative.

- Cost considerations provide insight for potential policy decisions as they relate to cost-benefit analyses.

### Description of the Need for the Information and Proposed Use of the Information

NHTSA’s mission is to save lives, prevent injuries, and reduce the economic costs of road traffic crashes through education, research, safety standards, and enforcement activity. Subchapter V of chapter 301 of title 49 of the United States Code (U.S.C.) authorizes the Secretary of Transportation to conduct “motor vehicle safety research, development, and testing programs and activities, including activities related to new and emerging technologies that impact or may impact motor vehicle safety.” 49 U.S.C. 30182. Pursuant to section 1.95

of title 49 of the Code of Federal Regulations (CFR), the Secretary has delegated this authority to the National Highway Traffic Safety Administration (NHTSA).

As crash avoidance technologies advance, they have the potential to reduce the loss of life in roadway crashes. In order to better inform the agency’s efforts regarding crash avoidance technologies for motorcyclists, NHTSA has contracted with the University of Michigan Transportation Research Institute (UMTRI) to conduct a project entitled “Motorcycle Crash Avoidance Technology Review”. The objectives of this project are to gather data and perform analysis to summarize the scope of the motorcycle crashes, estimate the prevalence of different crash avoidance technologies available in the fleet, understand the crash avoidance technologies under development, and identify perspectives on advanced motorcycle technologies. NHTSA is seeking approval for the information collection requested described in this document to conduct a survey of motorcyclists that will be conducted as a part of this project, to gain understanding of users’ thoughts on these technologies and identify possible unintended consequences of mandating the technology.

This proposed survey would be a one-time, voluntary, and anonymous survey of motorcycle riders to obtain consumer-reported feedback and perspectives on the use and availability of advanced safety technologies on motorcycles. At this time, there is no similar information regarding consumer use and understanding of current advanced safety technology on motorcycles. The results of the information collection will

help NHTSA better understand consumer-based barriers and facilitators to advanced motorcycle crash avoidance technology deployment. By understanding these barriers and facilitators, NHTSA can better develop related policy and consumer education materials to improve safety through the increased uptake and safe use of advanced technologies for motorcycles.

*Affected Public:* General public with motorcycle experience.

*Estimated Number of Respondents:* Initial outreach for respondents is targeted to reach 700 individuals, 420 individuals will move forward to the informed consent document, and 420 completed questionnaires.

*Frequency:* Once.

*Estimated Annual Burden Hours:* 124 hours.

This information collection request involves three information collections: (1) an eligibility questionnaire; (2) an informed consent form; and (3) the survey questionnaire. The administration of each of these information collections is completely electronic as well as the solicitation of respondents through targeted advertisements and motorcycle community web pages. The survey involves a convenience sample and will remain available for completion until a sample size of 300 completed surveys is achieved.

Initial outreach for respondents is targeted to reach 700 individuals willing to initiate the survey (in order to arrive at the final desired sample size of 300). The landing page for the survey is a three-question eligibility questionnaire, with an estimated time for completion of one minute. As this is a new format for gathering this type of information from this community, the research team

estimates that 60 percent of the individuals who take the eligibility questionnaire will qualify to move forward. As such, 420 individuals will move forward to the informed consent document. It is assumed that all 420 individuals will complete the informed consent, which is also expected to take an average of one minute.

While all 420 respondents are expected to move forward for the survey questionnaire, the research team expects some non-response and some attrition of respondents. The research team is looking for 300 completed questionnaires. The 420 respondents are considered the maximum number of respondents needed to arrive at 300 completed questionnaires. A completed survey questionnaire is estimated to take on average 15 minutes.

The survey administration software contains the ability to set quotas for response. The research team will stop the solicitation of respondents once 700 individuals have begun the eligibility questionnaire or 300 completed questionnaires are gathered.

Burden costs are calculated as opportunity costs, as these individuals are taking their own time to complete the survey. NHTSA used an average hourly wage for all occupations to estimate the opportunity costs associated with the information collections. The Bureau of Labor Statistics (BLS) estimates that the mean hourly wage for all occupations is \$31.48.<sup>1</sup> This is the hourly wage rate used to calculate the opportunity costs for administration of this survey.

Full administration of the survey is expected to be completed within one year and, therefore, opportunity costs and hours are both total and annual estimates.

TABLE 1—BURDEN ESTIMATES

NHSTA Form No.	Information collection	Number of respondents	Time per response (min)	Cost per response	Frequency of response	Time burden (hours)	Burden cost (dollars)
1811 .....	Eligibility Questionnaire .....	700	1	\$0.52	1	12	\$364
1812 .....	Informed Consent .....	420	1	0.52	1	7	218
1813 .....	Full Questionnaire .....	420	15	7.87	1	105	3,305
	Annual Burden .....					124	3,887

The annual opportunity cost for the administration of the survey is \$3,887 and the annual burden hours for administration of the survey is 124 hours.

*Estimated Annual Burden Cost:* \$0.

There is no cost to the respondents for this information collection.

Respondents will not incur travel expenses nor be required to obtain equipment for completion of the survey.

*Public Comments Invited:* You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of

information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department’s estimate of the burden of the proposed information collection; (c) ways to

<sup>1</sup> Bureau of Labor Statistics. “May 2023 OEWS National Occupational Employment and Wage

Estimates.” *Occupational Employment and Wage*

*Statistics.* [https://www.bls.gov/oes/current/oes\\_nat.htm#00-0000](https://www.bls.gov/oes/current/oes_nat.htm#00-0000). Accessed June 6, 2024

enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

**Cem Hatipoglu,**

*Associate Administrator for Vehicle Safety Research.*

[FR Doc. 2024–12798 Filed 6–11–24; 8:45 am]

BILLING CODE 4910–59–P

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket No. PHMSA–2024–0041 (Notice No. 2024–09)]

**Hazardous Materials: Information Collection Activities**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces that PHMSA is publishing a 60-day notice and providing an opportunity for public comment on its development of general investigative questions that may be used by PHMSA’s Office of Hazardous Materials Safety (OHMS) field operations personnel when investigating potential general safety issues. These questions are intended to facilitate fact-gathering efforts during general investigations related to PHMSA’s safety oversight responsibilities. The use of these questions would not impose any new reporting or recordkeeping requirements on regulated entities. Rather, the goal is to develop a pool of commonly used questions that can be tailored as appropriate based on the specific circumstances of a given investigation.

**DATES:** Interested persons are invited to submit comments on or before August 12, 2024.

**ADDRESSES:** You may submit comments identified by the Docket Number PHMSA–2024–0041 (Notice No. 2024–09) by any of the following methods:

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

- **Fax:** 1–202–493–2251.

- **Mail:** Docket Management System; U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, Routing Symbol M–30, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** To the Docket Management System; Room W12–140 on the ground floor of the West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Instructions:** All submissions must include the agency name and Docket Number (PHMSA–2024–0041) for this notice at the beginning of the comment. To avoid duplication, please use only one of these four methods. All comments received will be posted without change to the Federal Docket Management System (FDMS) and will include any personal information you provide.

Requests for a copy of an information collection should be directed to Steven Andrews or Nina Vore, Standards and Rulemaking Division, (202) 366–8553, [ohmspra@dot.gov](mailto:ohmspra@dot.gov), Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

**Docket:** For access to the dockets to read background documents or comments received, go to <http://www.regulations.gov> or DOT’s Docket Operations Office (see **ADDRESSES**).

**Privacy Act:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**Confidential Business Information:** Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be

placed in the public docket of this notice. Submissions containing CBI should be sent to Steven Andrews or Nina Vore, Standards and Rulemaking Division and addressed to the Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or [ohmspra@dot.gov](mailto:ohmspra@dot.gov). Any commentary that PHMSA receives which is not specifically designated as CBI will be placed in the public docket for this notice.

**FOR FURTHER INFORMATION CONTACT:**

Steven Andrews or Nina Vore, Standards and Rulemaking Division, (202) 366–8553, [ohmspra@dot.gov](mailto:ohmspra@dot.gov), Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

The Paperwork Reduction Act (PRA) requires federal agencies to minimize paperwork burden on regulated entities and receive approval from the Office of Management and Budget (OMB) for any information collection requirements. The development of these general investigation questions does not directly impose any new information collection requirements on the regulated community. PHMSA is seeking comments on the information collection burden of proposed general questions that agency investigators may use during general safety investigations. These questions would be designed to gather information about potential safety issues or violations without imposing significant new information collection burdens on the public.

The use of such general investigative questions would allow the agency to carry out its statutory responsibilities to protect public safety while minimizing the paperwork burden on regulated entities. These questions would not require entities to provide specific reports or maintain additional records but would simply facilitate the gathering of relevant facts during investigations. The agency intends to develop a pool of commonly used questions that could be tailored as needed based on the specific circumstances of each investigation. Examples may include questions about operating procedures, training practices, incident reporting, hazard analysis, and other safety-related topics. No new data collection instruments or generalized surveys are proposed at this time.