

STB RAILROAD INFLATION-ADJUSTED  
INDEX AND DEFLATOR FACTOR  
TABLE—Continued

Year	Index	Deflator
2006 .....	567.34	72.09
2007 .....	588.30	69.52
2008 .....	656.78	62.28
2009 .....	619.73	66.00
2010 .....	652.29	62.71
2011 .....	708.80	57.71
2012 .....	740.61	55.23
2013 .....	764.19	53.53
2014 .....	778.41	52.55
2015 .....	749.22	54.60
2016 .....	732.38	55.85
2017 .....	758.95	53.90

<sup>1</sup> In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201*, 8 I.C.C.2d 625 (1992), the Board's predecessor, the Interstate Commerce Commission, raised the revenue classification level for Class I railroads from \$50 million (1978 dollars) to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from \$10 million (1978 dollars) to \$20 million (1991 dollars).

Application of the annual deflator factors results in the following annual revenue thresholds:

RAILROAD REVENUE THRESHOLDS

Year	Factor	Class I	Class II
2013 .....	0.5353	467,063,129	37,365,050
2014 .....	0.5255	475,754,803	38,060,384
2015 .....	0.5460	457,913,998	36,633,120
2016 .....	0.5585	447,621,226	35,809,698
2017 .....	0.5390	463,860,933	37,108,875

Board decisions and notices are available on our website at [WWW.STB.GOV](http://WWW.STB.GOV).

*Applicable Date:* January 1, 2017.

*For Further Information Contact:* Pedro Ramirez, (202) 245-0333. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339].

Decided: June 8, 2018.

By the Board, William Brennan, Acting Director, Office of Economics.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2018-12759 Filed 6-13-18; 8:45 am]

**BILLING CODE 4915-01-P**

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Request To Release Airport Property

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

**ACTION:** Notice of Intent to Rule on Request to Release Airport Property at

the Curtis Municipal Airport (47V), Curtis, Nebraska.

**SUMMARY:** The FAA proposes to rule and invites public comment on the release of land at the Curtis Municipal Airport, Curtis, Nebraska.

**DATES:** Comments must be received on or before July 16, 2018.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust, Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Mr. Douglas Schultz, City Clerk, P.O. Box 6, Curtis, NE 69025-0006 (308) 367-4122.

**FOR FURTHER INFORMATION CONTACT:** Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329-2644, [lynn.martin@faa.gov](mailto:lynn.martin@faa.gov).

The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release approximately 0.81 ± acres of airport property at the Curtis Municipal Airport (47V) under the provisions of 49 U.S.C. 47107(h)(2). On April 30, 2018, Mr. Schultz, the City Clerk of Curtis, NE requested from the FAA that approximately 0.81± acres of airport property be released for sale to the City of Curtis for them to sell to the Welch Seed LLC for a portion of their agricultural seed sales business. On June 7, 2018, the FAA determined that the request to release property at the Curtis Municipal Airport (47V) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Curtis Municipal Airport (47V) is proposing the release of airport property totaling 0.81 acres, more or less. This land is to be used for a portion of an agricultural seed sales business. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale

of the subject property will result in the land at the Curtis Municipal Airport (47V) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at the Curtis Municipal Airport.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Curtis Municipal Airport.

Issued in Kansas City, MO, on June 7, 2018.

**Jim A. Johnson,**  
*Director, Airports Division.*

[FR Doc. 2018-12814 Filed 6-13-18; 8:45 am]

**BILLING CODE 4910-13-P**

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection  
Activities: Requests for Comments;  
Clearance of Renewed Approval of  
Information Collection: Pilot Schools—  
FAR 141

**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 the submission of FAA Form 8420-8, which is used as the base document to initiate and/or confirm the status of the schools' eligibility to hold an FAA Form 8000-4, Air Agency Certificate.

**DATES:** Written comments should be submitted by August 13, 2018.

**ADDRESSES:** Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP-110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

*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.

**FOR FURTHER INFORMATION CONTACT:**

Barbara Hall by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov); phone: 940–594–5913.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120–0009.

*Title:* Pilot Schools—FAR 141.

*Form Numbers:* 8420–8.

*Type of Review:* This is a renewal of an existing information collection.

*Background:* The FAA is publishing the final rule Regulatory Relief, Aviation Training devices; Pilot Certification, Training, and Pilot Schools; and Other Provisions (RIN 2120–AK28; Docket No. FAA–2016–6142). In that rule, the FAA is amending § 141.5(d) to allow part 141 pilot schools that hold training course approvals for special curricula courses to renew their certificates based on their students' successful completion of an end-of-course test for these FAA approved courses. In that rule, the FAA further adjusts the number of pilot schools based on population changes, and to account for the change in burden associated with these new courses.

We estimate that of the 31 new applications for pilot school certificates, 25% will have special curricula courses that will need to be accounted for in the passage rate required for issuance of a certificate in § 141.5(d). Of the 291 applications for renewal of pilot school certificates, approximately 25% would include special curricula courses that must now be accounted for in the passage rate for renewal of a certificate under § 141.5(d). We estimate that it would take .1 hours to add this special curricula course information to both initial and renewal applications. 8 new applications at .1 hours each = .8 hours.

73 applications at .1 hours each (adding special curr.) = 7.3 hours.

$171.0 \text{ hours} + 8.1 \text{ hours} = 181.6 \text{ total burden hours.}$

The FAA is also making a burden adjustment to the number of pilot schools, increasing the population from 546 pilot schools to 581 pilot schools.

*Respondents:* 581 Pilot schools.

*Frequency:* As needed for new applications; Every 24 months for renewals of existing pilot schools.

*Estimated Average Burden per Response:* 0.5 hours, + 0.1 hours for special curriculum course information (when applicable).

*Estimated Total Annual Burden:* 31,639.6 total burden hours. 2,589.6 total annual reporting burden hours, and 29,050 total annual recordkeeping burden hours.

Issued in Washington, DC, on May 30, 2018.

**Barbara L. Hall,**

*FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP–110.*

[FR Doc. 2018–12797 Filed 6–13–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification: Pilots, Flight Instructors, and Ground Instructors**

**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 revision of this collection involves the logging of training time in aviation training devices under the provisions of current regulations, and the logging of flight time as a second in command (SIC) under the provisions of current regulations.

**DATES:** Written comments should be submitted by August 13, 2018.

**ADDRESSES:** Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP–110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

*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.

**FOR FURTHER INFORMATION CONTACT:**

Barbara Hall by email at: [Barbara.L.Hall@faa.gov](mailto:Barbara.L.Hall@faa.gov); phone: 940–594–5913.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120–0021.

*Title:* Certification: Pilots and Flight Instructors.

*Form Numbers:* 8710–1, 8710–13.

*Type of Review:* This is a revision of an existing information collection.

*Background:* The FAA is publishing the final rule Regulatory Relief, Aviation Training devices; Pilot Certification, Training, and Pilot Schools; and Other Provisions (RIN 2120–AK28; Docket No. FAA–2016–6142). In that rule, the FAA is reducing the burden for instrument currency requirements under § 61.57 for those pilots that use aviation training devices. Prior to that final rule, § 61.57(c)(3) required persons using an aviation training device to establish instrument experience to complete the required tasks within the preceding 2 calendar months. Persons using an aircraft, full flight simulator, flight-training device, or a combination, however, were required to establish instrument experience within the preceding 6 calendar months. 14 CFR 61.57(c)(1)–(2). The final rule amends § 61.57(c) to allow pilots to accomplish instrument experience in aviation training devices by performing the same tasks required for flight simulation training devices and aircraft, and at the same 6-month interval allowed for flight simulation training devices and aircraft.

The FAA estimates that, of the 102,811 active pilots with an instrument rating, that approximately 50% are maintaining currency. It is likely that only 15% of those pilots (approximately 15,422 pilots) are using an aviation training device exclusively to maintain their instrument currency. For those pilots, this change will reduce the recordkeeping requirements of logging time from 6 times a year to two times a year, when logging instrument currency exclusively in an aviation training device. The FAA estimates this burden reduction to be 6168.8 hours annually.

Additionally, the final rule amends § 135.99 by adding paragraph (c) to allow a certificate holder to receive approval of a second in command (SIC) professional development program (SIC PDP) via operations specifications (Ops Specs) to allow the certificate holder's pilots to log SIC time in operations conducted under part 135 in an airplane or operation that does not otherwise require a SIC. Specifically, with this