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Greta Peisch,

General Counsel, Office of the United States Trade Representative.

[FR Doc. 2023–25765 Filed 11–21–23; 8:45 am]

BILLING CODE 3390–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–2226]

Notice of Intent To Designate as Abandoned Supplemental Type Certificate No. SA3–483

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to Designate Supplemental Type Certificate as abandoned; request for comments.

SUMMARY: This Notice announces the FAA’s intent to designate Supplemental Type Certificate (STC) No. SA3–483 as abandoned and make the related engineering data available upon request. The FAA has received a request to provide engineering data concerning this STC. The FAA has been unsuccessful in contacting the STC holder concerning the STC. This action is intended to enhance aviation safety.

DATES: We must receive all comments by May 20, 2024.

ADDRESSES: You may send comments on this notice by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.
- *Mail:* JoWanna Jenkins, Program Management Specialist, Central Certification Branch (Chicago), 2300 East Devon Avenue, Room 107, Des Plaines, IL 60018.
- *Email:* jowanna.jenkins@faa.gov. Include “Docket No. FAA–2023–2226” in the subject line of the message.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: JoWanna Jenkins, Program Management Specialist, Central Certification Branch (Chicago), 2300 East Devon Avenue, Room 107, Des Plaines, IL 60018; telephone 847–294–7145; email jowanna.jenkins@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested parties to provide comments, written data, views, or arguments relating to this notice. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2023–2226” at the beginning of your comments. The FAA will consider all comments received on or before the closing date. All comments received will be available in the docket for examination by interested persons.

Background

The FAA is posting this notice to inform the public of the intent to designate as abandoned STC No. SA3–483, which installs a Continental Model C85–12 engine on a Mooney Model M–18C 55 airplane, and subsequently release the related engineering data.

The FAA has received a third-party request for the release of the aforementioned engineering data under the provisions of the Freedom of Information Act (FOIA), 5 U.S.C. 552. The FAA cannot release commercial or financial information under FOIA without the permission of the data owner. However, in accordance with title 49 of the United States Code section 44704(a)(5), the FAA can provide STC “engineering data” it possesses for STC maintenance or improvement, upon request, if the following conditions are met:

1. The FAA determines the STC has been inactive for three years or more;
2. Using due diligence, the FAA is unable to locate the owner of record or the owner of record’s heir; and
3. The availability of such data will enhance aviation safety.

There has been no activity with this STC holder for more than three years.

On August 24, 2023, the FAA sent a registered letter to the STC holder, Donna R. Sparks, at her last known address, 6414 East 86th Street, Kansas City, MO 64138. The letter informed Ms. Sparks that the FAA had received a request for engineering data related to STC No. SA3–483 and was conducting a due diligence search to determine whether the STC was inactive and may be considered abandoned. The letter further requested Ms. Sparks to respond in writing within 60 days and state whether she is the holder of the STC. The FAA also attempted to contact Ms. Sparks by other means, including telephone communication, email, and certified mail, without success.

Information Requested

If you are the owner or heir or a transferee of STC No. SA3–483 or have

any knowledge regarding who may now hold STC No. SA3–483, please contact JoWanna Jenkins using a method described in this notice under **FOR FURTHER INFORMATION CONTACT**. If you are the heir of the owner, or the owner by transfer, of STC No. SA3–483, you must provide a notarized copy of your government-issued identification with a letter and background establishing your ownership of the STC and, if applicable, your relationship as the heir to the deceased holder of the STC.

Conclusion

If the FAA does not receive any response by May 20, 2024, the FAA will consider STC No. SA3–483 abandoned, and the FAA will proceed with the release of the requested data. This action is for the purpose of maintaining the airworthiness of an aircraft and enhancing aviation safety.

Issued on November 16, 2023.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–25764 Filed 11–21–23; 8:45 am]

BILLING CODE 4910–10–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–2183; Summary Notice No. 2023–46]

Petition for Exemption; Summary of Petition Received; Gulfstream

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public’s awareness of, and participation in, the FAA’s exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before December 12, 2023.

ADDRESSES: Send comments identified by docket number FAA–2023–2183 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <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: 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 <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the 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.

FOR FURTHER INFORMATION CONTACT: Deana Stedman, AIR–646, Federal Aviation Administration, phone (209) 231–3187, email deana.stedman@faa.gov. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on November 17, 2023.

Daniel J. Commins,

Manager, Integration and Performance.

PETITION FOR EXEMPTION

Docket No.: FAA–2023–2183.

Petitioner: Gulfstream.

Section(s) of 14 CFR Affected: §§ 25.951(c), 25.952(a), and 25.901(d).

Description of Relief Sought: The petitioner has requested a partial exemption from the affected sections of 14 CFR for a period of 3 years, in order to develop and conduct a full-scale test of the fuel system to show that the fuel system icing threat has been adequately mitigated for the Model GVIII–G700 and Model GVIII–G800 airplanes.

[FR Doc. 2023–25862 Filed 11–21–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–2327]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Unmanned Aircraft Remote Identification Message Elements

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 electronic information that is broadcast directly from certain unmanned aircraft, specifically standard remote identification unmanned aircraft and unmanned aircraft equipped with a remote identification broadcast module. With certain limited exceptions, the Remote Identification of Unmanned Aircraft rule prohibits the operation of unmanned aircraft within the airspace of the United States unless the unmanned aircraft are broadcasting certain remote identification message elements throughout their operation. An exception to the general rule is when an unmanned aircraft is not equipped with remote identification equipment but is operated within visual line of sight and within an FAA-recognized identification area.

DATES: Written comments should be submitted by January 22, 2024.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (Enter docket number into search field).

By mail: Benjamin Walsh, FAA Flight Standards Service, Emerging Technologies Division, AFS–700, 800 Independence Ave SW, Washington, DC 20591.

By fax: 202–267–8233.

FOR FURTHER INFORMATION CONTACT: Benjamin Walsh by email at ben.walsh@faa.gov; phone: 202–267–8233.

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: 2120–0783.

Title: Unmanned Aircraft Remote Identification Message Elements.

Form Numbers: N/A.

Type of Review: Renewal of an information collection.

Background: Regulations for the Remote Identification of Unmanned Aircraft were published on January 15, 2021, and are contained in 14 Code of Federal Regulations (14 CFR), part 89. Requirements for the operation of unmanned aircraft with remote identification are contained in part 89, subpart B. The Remote Identification rule requires unmanned aircraft with remote identification equipment to broadcast remote identification message elements directly from the unmanned aircraft using radio frequency spectrum in accordance with 47 CFR part 15, where operations may occur without a Federal Communications Commission (FCC) individual license. These unmanned aircraft include standard remote identification unmanned aircraft and unmanned aircraft equipped with remote identification broadcast modules.

A standard remote identification unmanned aircraft must be capable of broadcasting the following remote identification message elements:

(a) The identity of the unmanned aircraft consisting of:

(1) A serial number assigned to the unmanned aircraft by the person responsible for the production of the standard remote identification unmanned aircraft; or

(2) A session ID.

(b) An indication of the latitude and longitude of the control station.

(c) An indication of the geometric altitude of the control station.

(d) An indication of the latitude and longitude of the unmanned aircraft.

(e) An indication of the geometric altitude of the unmanned aircraft.

(f) An indication of the velocity of the unmanned aircraft.

(g) A time mark identifying the Coordinated Universal Time (UTC) time of applicability of a position source output.

(g) An indication of the emergency status of the unmanned aircraft.

A remote identification broadcast module must be capable of broadcasting the following remote identification message elements: