

transaction is in compliance with the regulations (e.g., with respect to ITAR § 126.1); assess the steps that need to be taken with respect to existing authorizations (e.g., transfers); and to evaluate the implications for US national security and foreign policy.

### Methodology

This information will be collected by DDTC's electronic case management system and respondents will certify the data via electronic signature.

**Michael J. Vaccaro,**

*Deputy Assistant Secretary, Directorate of Defense Trade Controls, Department of State.*

[FR Doc. 2024–10365 Filed 5–10–24; 8:45 am]

BILLING CODE 4710–25–P

## SURFACE TRANSPORTATION BOARD

[Docket No. AB 1332X]

### Athens Transportation Partners, LLC—Abandonment Exemption—in Clarke County, Ga.

Athens Transportation Partners, LLC (ATP), has filed a verified notice of exemption under 49 CFR 1152.50 to abandon an approximately 6.5-mile rail line that runs from the northern end of the Oconee River trestle bridge in Athens-Clarke County at approximate milepost F–MP 98.8 (33°52'30.49" N, 83°21'28.11" W) to approximate milepost F–MP 105.3 (33°57'30.23" N, 83°22'14.95" W) in the north near East Broad Street in Athens, Clarke County, Ga. (the Line). The Line traverses U.S. Postal Service Zip Codes 30601, 30602 and 30605.

ATP has certified that: (1) no local freight traffic has moved over the Line during the past nine years; (2) no formal complaint filed by a user of rail service on the Line (or by a state or local government on behalf of such user) regarding cessation of service over the Line is pending with either the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (3) the requirements at 49 CFR 1105.7(b) and 1105.8(c) (notice of environmental and historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this

condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,<sup>1</sup> this exemption will be effective on June 12, 2024, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>2</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by May 23, 2024.<sup>3</sup> Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by June 3, 2024.

All pleadings, referring to Docket No. AB 1332X, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on ATP's representative, Paul A. Cunningham, Harkins Cunningham LLP, 1750 K St. NW, Suite 300, Washington, DC 20006.

If the verified notice contains false or misleading information, the exemption is void ab initio.

ATP has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by May 17, 2024. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245–0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245. Comments on environmental or historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking

<sup>1</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (i.e., subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>2</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>3</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), ATP shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by ATP's filing of a notice of consummation by May 13, 2025, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: May 7, 2024.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

**Eden Besera,**

*Clearance Clerk.*

[FR Doc. 2024–10276 Filed 5–10–24; 8:45 am]

BILLING CODE 4915–01–P

## SURFACE TRANSPORTATION BOARD

### Release of Waybill Data

The Surface Transportation Board has received a request from the Michigan Technological University (WB24–20–4/30/24) for permission to use data from the Board's 1984–2022 Unmasked Carload Waybill Samples. A copy of this request may be obtained from the Board's website under docket no. WB24–20.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Contact: Alexander Dusenberry, (202) 245–0319

**Regena Smith-Bernard,**

*Clearance Clerk.*

[FR Doc. 2024–10413 Filed 5–10–24; 8:45 am]

BILLING CODE 4915–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. 2023–1859]

### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Safe Disposition of Life-Limited Aircraft Parts

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 14, 2024. The collection involves maintaining and recording “the status of life-limited parts of each airframe, engine, propeller, rotor, and appliance. The information to be collected is necessary for verifying the time-life of life-limited parts and is used to ensure parts that have reached their life-limit are not installed on an aircraft, or are removed from an aircraft and properly dispositioned.

**DATES:** Written comments should be submitted by June 12, 2024.

**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:** Randy A. Shafer by email at: [Randy.A.Shafer@faa.gov](mailto:Randy.A.Shafer@faa.gov); phone: 217-971-8378.

**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:* 2120-0665.

*Title:* Safe Disposition of Life-Limited Aircraft Parts.

*Form Numbers:* N/A.

*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 14, 2024 (89 FR 18700). The installation of parts that have exceeded their manufacturer specified life-limit onto aircraft operating in the National Airspace (NAS) compromises the safety

of the public who fly on those aircraft. The FAA has found life-limited parts that exceeded their operating limitations installed on aircraft through accident investigations, Suspected Unapproved Parts (SUPS) reports, and routine surveillance activities. To help prevent the installation of aircraft parts that have reached their life-limit, the FAA has instituted regulations that require persons who remove parts that have reached their life limit, to properly disposition those parts. Proper disposition may include part recordkeeping, tagging, marking, segregation, mutilation, or another method approved or accepted by the FAA. Additionally, when requested by a person required to disposition a life-limited part, the holder of a type certificate or design approval for a life-limited part must provide marking instructions or must state that the part cannot be practicably marked without compromising its integrity.

*Respondents:* 22,000 aircraft maintenance providers and design approval holders.

*Frequency:* As needed.

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

*Estimated Total Annual Burden:* 53,500 hours.

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

**Tanya A. Glines,**

*Aviation Safety Inspector, Office of Safety Standards, Aircraft Maintenance Division, Airmen Section.*

[FR Doc. 2024-10316 Filed 5-10-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Operating Limitations at New York LaGuardia Airport

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

**ACTION:** Extension to order.

**SUMMARY:** This action extends the Order Limiting Operations at New York LaGuardia Airport (LGA) published on December 27, 2006, as most recently extended October 28, 2022. The Order remains effective until October 24, 2026.

**DATES:** This action is effective on October 27, 2024.

**ADDRESSES:** Requests may be submitted by mail to Slot Administration Office, System Operations Services, AJR-0, Room 300W, 800 Independence Avenue SW, Washington, DC 20591, or by email to: [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Al Meilus, Capacity Analysis and Slot Administration, FAA ATO System Operations Services, AJR-G5, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2822; email [al.meilus@faa.gov](mailto:al.meilus@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Availability of Relevant Documents**

You may obtain an electronic copy using the internet by:

(1) Searching the Federal eRulemaking Portal at [www.regulations.gov](http://www.regulations.gov);

(2) Visiting the FAA’s Dynamic Regulatory System website at <https://drs.faa.gov>; or

(3) Accessing the Government Publishing Office’s website at [www.GovInfo.gov](http://www.GovInfo.gov).

You also may obtain a copy by sending a request to the Federal Aviation Administration, Capacity Analysis and Slot Administration Office, AJR-G5, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-2822. Make sure to identify the docket number.

**Background**

The FAA historically limited the number of arrivals and departures at LGA through the implementation of the High Density Rule (HDR).<sup>1</sup> By statute enacted in April 2000, (the Aviation Investment and Reform Act for the 21st Century (AIR-21)), Congress terminated the HDR’s applicability to LGA beginning on January 1, 2007.<sup>2</sup> The FAA issued the Order Limiting Operations at New York LaGuardia Airport on December 27, 2006, adopting temporary limits on scheduled and unscheduled operations at LGA pending the completion of rulemaking to address long-term limits and related policies.<sup>3</sup> This Order was amended on November 8, 2007, and August 19, 2008.<sup>4</sup> Under the amended Order, the FAA limited scheduled and unscheduled operations at the airport to prevent congestion-related delays associated with LaGuardia’s limited runway capacity. The FAA extended the expiration date of the amended Order on October 7, 2009, April 4, 2011, May 14, 2013,

<sup>1</sup> 33 FR 17896 (Dec. 3, 1968). The FAA codified the rules for operating at high density traffic airports in 14 CFR part 93, subpart K. The HDR required carriers to hold a reservation, which came to be known as a “slot,” for each takeoff or landing under instrument flight rules at the high density traffic airports.

<sup>2</sup> Aviation Investment and Reform Act for the 21st Century (AIR-21), Public Law 106-181 (Apr. 5, 2000), 49 U.S.C. 41715(a)(2).

<sup>3</sup> 71 FR 77854.

<sup>4</sup> 72 FR 63224; 73 FR 48428.