

following information: A description of the defense article, including technical data, or defense service; the name and address of the end-user and other available contact information (*e.g.*, telephone number and email address); the name of the natural person responsible for the transaction; the stated end-use of the defense article or defense service; the date of the transaction; and the method of transmission. DDTC seeks to ensure that foreign persons who rely on any current or future OGLs to conduct reexports and retransfers abroad retain the same records as would be required if their transactions were authorized by either a specific license or an exemption. Accordingly, DDTC has restated the record-keeping requirements articulated in ITAR § 123.26 in the OGLs themselves.

Methodology

Respondents will submit information as attachments to relevant license applications or requests for other approval. Applicants are referred to ITAR § 123.9 for guidance on what information to submit regarding the request to change end-user, end-use and/or destination of hardware. This information may be submitted electronically via a DS-6004, Reexport/Retransfer Application, through DDTC's case management system, the Defense Export Control and Compliance System (DECCS).

Separately, under the OGL program, as described in each OGL, and as also described in ITAR § 123.26, respondents will be required to retain certain information in their own records for a period of five years from the date of the reexport or retransfer.

Authority

Section 3507 of the Paperwork Reduction Act of 1995, 44 U.S.C. chapter 35.

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Michael F. Miller,

Deputy Assistant Secretary, PM/DDTC,
Department of State.

[FR Doc. 2022-20963 Filed 9-27-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-1273]

Agency Information Collection Activities: Requests for Comments; Approval of Clearance Renewal for Information Collection: For the Information Collection Entitled, Website for Frequency Coordination Request

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (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 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 allow renewal of the currently approved information collection via the FAA's deployed Web-based Frequency Coordination system (WebFCR), which collects certain broadcast and transmitter frequency information under OMB control number 2120-0786. The information collected is needed to perform the aeronautical studies, technical evaluations required and to meet the specified requirements for the radio frequency engineering pursuant to the FAA Order. The Federal Aviation Administration (FAA) Order 6050.32.B, Chapter 3, Section 302 outlines the US National Organizations, and the role of the National Telecommunications and Information Administration (NTIA) is assigning the Aviation Assignment Group (AAG) of the radio spectrum to FAA which support aeronautical services. Hence, FAA must "authorize" aeronautical frequencies of broadcast applications which impact the AAG bands.

DATES: Written comments should be submitted by November 28, 2022.

ADDRESSES: Please send written comments:

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

By Mail: Christopher S. Jones, Spectrum Engineering and Assignment, AJW-151, Room 7E-325, 800 Independence Avenue, Washington, DC 20591.

By Fax: (202) 267-6056.

FOR FURTHER INFORMATION CONTACT:

Christopher S. Jones by email or phone

at: christopher.s.jones@faa.gov; phone: (202) 267-5926.

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: 2120-0786.

Title: website for Frequency Coordination Request (WebFCR) webfcr.faa.gov.

Form Numbers: Historically related to FAA Form 7460-1.

Type of Review: Request for renewal of information collection.

Background: 49 U.S.C.

Section 44718(c) under Broadcast Applications and Tower Studies states, "In carrying out laws related to a broadcast application—the Administrator of the Federal Aviation Administration and the Federal Communications Commission shall take action necessary to coordinate efficiently—(1) The receipt and consideration of, and action on, the application; and (2) The completion of any associated aeronautical study. Currently, transmitter broadcast radio frequency data is collected via OMB Control 2120-0786 to address non-Federal, military, U.S. federal agency, state and municipalities broadcast applications which require consideration, analysis or aeronautical studies pursuant to 49 U.S.C. Section 44718(c).

Respondents: Approximately 2400 annually. The Respondents are engineers, analysts, consultants, stakeholders or federal agency managers, including military services, who have a need to transmit on a radio frequency which is within the National Telecommunications and Information Administration's (NTIA) Aviation Assignment Group (AAG) frequency band assigned to the FAA for civil aviation use. The response to this data collection is required for the proponent to obtain FAA concurrence to use a radio frequency that impacts civil aviation. The information collected through the WebFCR portal supports the engineering, modeling, validation and workflow management of the request to evaluate if the request interferes or

impacts civil aviation operations pursuant to FAA Order 6050.32B.

Frequency: Information is collected on occasion.

Estimated Average Burden per

Response: 0.2 Hours.

Estimated Total Annual Burden: 480 Hours.

Issued in Washington, DC, on September 23, 2022.

Christopher S. Jones,

Spectrum Engineering and Assignment Navigation Lead, Spectrum Engineering and Assignment Group, AJW-1510.

[FR Doc. 2022-20969 Filed 9-27-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-1241]

Notice of Intent To Designate as Abandoned Caldwell Commercial, Inc., Supplemental Type Certificate No. SB2236NM

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

ACTION: Notice of intent to designate Caldwell Commercial, Inc., supplemental type certificate as abandoned; request for comments.

SUMMARY: This notice announces the FAA's intent to designate Caldwell Commercial, Inc., Supplemental Type Certificate (STC) No. SB2236NM 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 Caldwell Commercial, Inc., concerning the STC. This action is intended to enhance aviation safety.

DATES: The FAA must receive all comments by March 27, 2023.

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

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

- *Mail:* Calvin Hang, AIR-792, Federal Aviation Administration, Los Angeles ACO Branch, 3960 Paramount Boulevard, Suite 100, Lakewood, CA 90712-4137.

- *Email:* Calvin.L.Hang@faa.gov. Include "Docket No. FAA-2022-1241" 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:

Calvin Hang, Aerospace Engineer, Federal Aviation Administration, Los Angeles ACO Branch, 3960 Paramount Boulevard, Suite 100, Lakewood, CA 90712-4137; telephone (562) 627-5254; email Calvin.L.Hang@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 **ADDRESSES**. Include "Docket No. FAA-2022-1241" 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 that the FAA intends to designate Caldwell Commercial, Inc., STC No. SB2236NM, for the removal of Balloon Works FireFly 7 envelope and installation of Caldwell Commercial CC-7 envelope, as abandoned and subsequently release the related engineering data.

The FAA has received a third-party request for the release of data for the modification of the balloon envelope under the provisions of the Freedom of Information Act (FOIA), 5 U.S.C. 552. The FAA cannot release commercial or financial information, such as the requested data, under FOIA without the permission of the data owner. However, in accordance with title 49 of the United States Code § 44704(a)(5), the FAA can make STC "engineering data" in possession of the FAA available upon request if the FAA determines that the STC has been inactive for 3 or more years and, using due diligence, the FAA is unable to locate the owner of record or the owner of record's heir. There has been no activity on this STC for more than 3 years.

On March 31, 2022, the FAA sent a registered letter to Caldwell Commercial, Inc., to its last-known address: c/o 20215 Fortuna Del Este Elfin Forest, Escondido, CA 92025. The letter informed Caldwell Commercial, Inc., that the FAA had received a request for engineering data related to STC No. SB2236NM and was conducting a due diligence search to determine whether the STC was inactive and may be considered abandoned. The letter further requested that the company respond in writing within 60 days and state whether it is the holder of the STC. The FAA has also attempted to make contact with Caldwell

Commercial, Inc., by other means, including telephone communication and emails, but without success.

Information Requested

If you are the owner or heir or a transferee of STC No. SB2236NM, or have any knowledge regarding who may now hold STC No. SB2236NM, please contact Calvin Hang 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. SB2236NM, 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 March 27, 2023, the FAA will consider STC No. SB2236NM 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 September 22, 2022.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-20922 Filed 9-27-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket # FAA-2022-1227]

Airport Terminal Program; FY 2023 Funding Opportunity

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

ACTION: Notice of funding opportunity.

SUMMARY: The Department of Transportation (DOT), Federal Aviation Administration (FAA) announces the opportunity to apply for approximately \$1 billion in FY 2023 discretionary funds for the Airport Terminal Program (ATP), made available under the Infrastructure Investment and Jobs Act of 2021 (IIJA), Public Law 117-58, herein referred to as the Bipartisan Infrastructure Law (BIL). The purpose of the ATP is to make annual grants available to eligible airports for airport terminal development projects that address the aging infrastructure of the nation's airports. In addition, ATP grants will align with DOT's Strategic Framework FY2022-2026 at