

requirements of the Federal Aviation Administration and the release and sale 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:

Liberal Mid-America Regional Airport (LBL) is proposing the release and sale of a 0.87 acre parcel of airport property. 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 release of land and surface rights at the Liberal Mid-America Regional Airport (LBL) from the conditions of the AIP Grant Agreement Grant Assurances, but retaining the mineral rights. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value and the property will be developed for a commercial business.

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, request an appointment and inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Liberal Mid-America Regional Airport.

Issued in Kansas City, MO, on January 31, 2023.

**James A. Johnson,**  
Director, FAA Central Region, Airports Division.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2022-1315]

#### Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

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

**ACTION:** Notice of availability.

**SUMMARY:** The FAA will make available Passenger Facility Charge (PFC) approvals and disapprovals online under the provisions of the Aviation Safety and Capacity Expansion Act of 1990.

#### FOR FURTHER INFORMATION CONTACT:

Julieann Dwyer, (202) 267-8375, [julieann.dwyer@faa.gov](mailto:julieann.dwyer@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA is responsible for providing notice of PFC approvals and disapprovals. The FAA has not published the information required since early 2015. To remedy this oversight and to provide the public with a current list of PFC approvals, the FAA will make this information available on the FAA website at: <https://www.faa.gov/airports/pfc/decisions>. Notices of PFC approvals and disapprovals, beginning with those dating to February 2015, will be available.

Issued in Washington, DC, on: February 1, 2023.

**Julieann T. Dwyer,**  
Manager, Airports Policy Branch.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2022-0701]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Operations Specifications, Part 129 Application

**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 June 23, 2022. There were no comments. The FAA assesses the information collected and issues operations specifications to foreign air carriers. These operations specifications assure the foreign air carrier's ability to navigate and communicate safely within the U.S. National Airspace System.

**DATES:** Written comments should be submitted by March 8, 2023.

**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:

Danuta Pronczuk or Paul Thoren by email at: [danuta.pronczuk@faa.gov](mailto:danuta.pronczuk@faa.gov); phone: 202-267-0923; [paul.thoren@faa.gov](mailto:paul.thoren@faa.gov); phone: 424-405-7819.

#### 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:* 2120-0749.

*Title:* Operations Specifications, Part 129 Application.

*Form Numbers:* There are no FAA forms associated with this collection.

*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 June 23, 2022 (87 FR 37545). The final rule published in 2011, clarified and standardized the rules for applications by foreign air carriers and foreign persons for operations specifications issued under 14 CFR part 129 and established standards for amendment, suspension and termination of those operations specifications. The final rule also applied to foreign air carriers and foreign persons operating U.S.-registered aircraft in common carriage solely outside the United States. This action was necessary to update the process for issuing operations specifications, and it established a regulatory basis for current practices, such as amending, terminating, and suspending operations specifications.

*Respondents:* Approximately 29 new applicants annually and 451 existing foreign air carriers and foreign persons annually.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 27 Hours for new applicants. 47 hours for existing applicants.

*Estimated Total Annual Burden:* 783 hours for new applicants and 21,197 hours for existing applicants.

Issued in Washington, DC.

**Timothy R. Adams,**

*Flight Standards Service Acting Deputy Director, Safety Standards.*

[FR Doc. 2023-02390 Filed 2-3-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Extended Application Period; Tanker Security Program Application Solicitation

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice of extended application period for the Tanker Security Program (TSP).

**SUMMARY:** On December 9, 2022, the Maritime Administration (MARAD) published a notice in the **Federal Register** providing how to apply to MARAD's new Tanker Security Program (TSP). By this follow-on notice MARAD is extending the application period for eligible candidates to the TSP and republishing the same information soliciting applications. The FY21 NDAA authorized the Secretary of Transportation to establish a fleet of active, commercially viable, militarily useful, privately owned product tank vessels of the United States. The fleet will meet national defense and other security requirements and maintain a United States presence in international commercial shipping. The FY22 NDAA made minor adjustments related to the participation of long-term charters in the TSP. This notice provides, among other things, application criteria and extends the original application deadline for submitting applications for the enrollment of vessels in the TSP.

**DATES:** Applications for enrollment must be received no later than February 17, 2023. Applications should be submitted to the address listed in the **ADDRESSES** section below.

**ADDRESSES:** Applications may be submitted electronically to [sealiftsupport@dot.gov](mailto:sealiftsupport@dot.gov) or in hard copy to the Tanker Security Program, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Application forms are available upon request or may be downloaded from MARAD's website.

**FOR FURTHER INFORMATION CONTACT:** David Hatcher, Director, Office of Sealift Support, Maritime Administration, Telephone (202) 366-0688. For legal questions, call Joseph Click, Office of Chief Counsel, Division of Maritime

Programs, Maritime Administration, (202) 366-5882.

**SUPPLEMENTARY INFORMATION:** Section 53402(a) of title 46, United States Code, requires that the Secretary of Transportation (Secretary), in consultation with the Secretary of Defense (SecDef), establish a fleet of active, commercially viable, militarily useful, privately-owned product tank vessels to meet national defense and other security requirements. The TSP will provide a stipend to tanker operators of U.S.-flagged vessels that meet certain qualifications.

Congress appropriated \$60,000,000 for the TSP in the Consolidated Appropriations Act of 2022, Public Law 117-269, to remain available until expended. Authorized payments to participating operators are limited to \$6 million per ship, per fiscal year and are subject to annual appropriations. Participating operators will be required to make their commercial transportation resources available upon request of the SecDef during times of war or national emergency.

#### Application Criteria

Section 53403(b)(2)(A) of title 46, United States Code directs the Secretary in consultation with the SecDef to consider applicant vessel qualifications as they relate to 46 CFR 294.9 and give priority to applications based on the following criteria:

- (1) Vessel capabilities, as established by SecDef;
- (2) Applicant's record of vessel ownership and operation of tanker vessels; and
- (3) Applicant's citizenship, with preference for Section 50501 Citizens.

#### Vessel Requirements

Acceptable vessels for a TSP Operating Agreement must meet the requirements of 46 U.S.C. 53402(b) and 46 CFR 294.9. The Commander, USTRANSCOM, has provided vessel suitability standards for eligible TSP vessels for use during the application selection process. The following suitability standards, consistent with the requirements of 46 U.S.C. 53402(b)(5), will apply to vessel applications:

- Medium Range (MR) tankers between 30,000-60,000 deadweight tons, with fuel cargo capacity of 230,000 barrels or greater.
- Deck space and size to accept installation of Consolidation (CONSOL) stations, two on each side for a total of four stations.
- Ability to accommodate up to an additional 12 crew for CONSOL,

security, and communication crew augmentation.

- Communication facilities capable of integrating secure communications equipment.

- Does not engage in commerce or acquire any supplies or services if any proclamation, Executive order, or statute administered by Office of Foreign Assets Control (OFAC), or if OFAC's implementing regulations at 31 CFR Chapter V, would prohibit such a transaction by a person subject to the jurisdiction of the United States, except as authorized by the OFAC in the Department of the Treasury.

- Operate in the Indo-Pacific region.
- Maximum draft of no more than 44 feet. Preference will be given to vessels that can transport the most fuel at the shallowest draft.

- Sustained service speed of at least 14 knots, with higher speeds preferred.
- Carry only clean refined products.
- Capable of carrying more than two separated grades of refined petroleum products with double valve protection between tanks. Additionally, the vessel must meet the standards of 46 U.S.C. 53401(4).

#### National Security Requirements

The applicants chosen to receive a TSP Operating Agreement will be required to enter into an Emergency Preparedness Agreement (EPA) under 46 U.S.C. 53407, or such other agreement as may be approved by the Secretaries. The current EPA approved by the Secretary and SecDef is the Voluntary Tanker Agreement (VTA), publicly available for review at 87 FR 67119 (November 7, 2022).

#### Documentation

A vessel chosen to receive the TSP Operating Agreement, must be documented as a U.S.-flag vessel under 46 U.S.C., chapter 121. An applicant proposing a foreign-flag vessel must demonstrate the vessel owner's intent to have the vessel so documented and must demonstrate that the vessel is so documented by the time the applicant enters into a TSP Operating Agreement for the vessel. Proof of U.S. Coast Guard vessel documentation and all relevant charter and management agreements for a chosen vessel must be approved by MARAD before the vessel will be eligible to receive TSP payments.

#### Vessel Operation

A vessel selected for award of a TSP Operating Agreement must be operated in foreign commerce, in mixed foreign commerce and domestic trade of the United States permitted under a registry endorsement issued under 46 U.S.C.