

They can also view their final data through AEP once the process is complete.

*Frequency:* Annually.

*Estimated Average Burden per Response:* 1.0 hours per respondent.

*Estimated Total Annual Burden:* On average, approximately 70 respondents submit an annual response. The cumulative total annual burden is estimated to be 70 hours.

Issued in Washington, DC, on December 20, 2023.

**Luis Loarte,**

Senior Airport Planner, Office of Airports/Airport Planning and Environmental Division.

[FR Doc. 2024-01931 Filed 1-30-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2023-2309; Summary Notice No. 2024-03]

#### Petition for Exemption; Summary of Petition Received; GE Aerospace

**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 February 20, 2024.

**ADDRESSES:** Send comments identified by docket number FAA-2023-2309 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:

Philip Haberlen, AIR-625, Federal Aviation Administration, phone (781) 238-7770, email [Philip.Haberlen@faa.gov](mailto:Philip.Haberlen@faa.gov).

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on January 25, 2024.

**Daniel J. Commins,**

Manager, Integration and Performance.

#### PETITION FOR EXEMPTION

*Docket No.:* FAA-2023-2309.

*Petitioner:* GE Aerospace.

*Section(s) of 14 CFR Affected:* § 33.68(e).

*Description of Relief Sought:* GE Aerospace, is seeking relief from 14 CFR 33.68 (e), which requires Appendix D measurements to demonstrate acceptable engine operation throughout the airplane flight envelope and the convective cloud ice crystal icing envelope. Specifically, GE Aerospace is proposing to use the Aviation Rulemaking Advisory Committee's Ice Crystal Icing Working Group draft report dated October 18, 2023, in lieu of using Appendix D to part 33 (Amendment 33-34) to demonstrate acceptable engine operation throughout the aircraft flight envelope and the convective cloud ice crystal icing envelope on its GE Catalyst 1300-CS1A engine.

[FR Doc. 2024-01835 Filed 1-30-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[4910-RY]

#### Final Environmental Impact Statement and Record of Decision for the Earthquake Ready Burnside Bridge Project

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FHWA is issuing this notice to advise other Federal, State, and local agencies, Tribes, and the public that a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) have been prepared in accordance with the National Environmental Policy Act for the Earthquake Ready Burnside Bridge (EQRBB) Project to create a seismically resilient Burnside Street lifeline route crossing of the Willamette River in Portland, Oregon.

#### FOR FURTHER INFORMATION CONTACT:

Keith Lynch, Division Administrator, Federal Highway Administration, 530 Center Street NE, Suite 420, Salem, OR 97301; *Telephone:* (503) 316-2540. Thomas Parker, Environmental Program Manager, Federal Highway Administration, 530 Center Street NE, Suite 420, Salem, OR 97301; *Telephone:* (503) 316-2549.

**SUPPLEMENTARY INFORMATION:** The FHWA, the Oregon Department of Transportation (ODOT), and Multnomah County (County) propose to undertake the seismic improvement of the Burnside Bridge over the Willamette River in Portland, Oregon. Federal cooperating agencies in the preparation of the FEIS and ROD include the National Oceanic and Atmospheric Administration National Marine Fisheries Service, U.S. Army Corps of Engineers, and the U.S. Coast Guard.

The EQRBB Draft Environmental Impact Statement (EIS) included a No-Build Alternative and four build alternatives. It identified one build alternative (the Long-span Alternative) as the Preferred Alternative. Following the issuance of the Draft EIS, additional cost and funding analysis identified a substantial risk that the construction costs of any of the build alternatives would exceed \$1 billion. The Selected Alternative is anticipated to cost between \$830 to \$915 million. This risk led the County to direct the project team to identify and evaluate ways to reduce the Project's construction costs while still meeting the Project's purpose and need and striving to achieve the other