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*Docket:* Background documents or comments received may be read at [www.regulations.gov](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:** Michael H. Harrison, AIR-646, Federal Aviation Administration, phone 206-231-3368, email [michael.harrison@faa.gov](mailto:michael.harrison@faa.gov).

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 12, 2024.

**Daniel J. Commins,**

*Manager, Integration and Performance Branch, Policy and Standards Division, Aircraft Certification Service.*

#### Petition for Exemption

*Docket No.:* FAA-2023-1485.

*Petitioner:* HAECO Cabin Solutions, LLC (HAECO).

*Section(s) of 14 CFR Affected:* § 25.813(e).

*Description of Relief Sought:* HAECO is seeking relief from the affected section listed above, which requires that no door may be installed between any passenger compartments. Specifically, HAECO is proposing to install doors between passenger compartments for the purpose of installing mini-suites on Boeing Model 737-8 airplanes.

[FR Doc. 2024-05721 Filed 3-15-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Final Tiered Environmental Assessment and Finding of No Significant Impact for SpaceX Starship Indian Ocean Landings

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

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA-implementing regulations, and FAA

Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the Final Tiered Environmental Assessment and Finding of No Significant Impact/Record of Decision for SpaceX Starship Indian Ocean Landings (Final Tiered EA and FONSI/ROD).

#### FOR FURTHER INFORMATION CONTACT:

Amy Hanson, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone 847-243-7609; email [amy.hanson@faa.gov](mailto:amy.hanson@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA is the lead agency. The FAA evaluated SpaceX's proposal to land its Starship vehicle in the Indian Ocean. The proposal would require the FAA to modify SpaceX's vehicle operator license along with potential renewals and modifications to the license within the scope of operations. SpaceX's Proposed Action is to analyze the potential for up to a total of ten nominal operations, including up to a maximum of five overpressure events from Starship intact impact and up to a total of five reentry debris or soft water landings in the Indian Ocean, within a year of issuance of a NMFS concurrence letter.

The Final Tiered EA evaluated the potential environmental impacts of the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not modify SpaceX's license for landing the Starship vehicles in the Indian Ocean. In this situation, as permitted under existing licenses, SpaceX could land the Starship vehicle at the VLA or downrange in the Gulf of Mexico, or Pacific Ocean (on a floating platform or expended in the Pacific Ocean).

The FAA has posted the Final Tiered EA and FONSI/ROD on the FAA Office of Commercial Space Transportation website: [https://www.faa.gov/space/stakeholder\\_engagement/spacex\\_starship](https://www.faa.gov/space/stakeholder_engagement/spacex_starship).

Issued in Washington, DC, on: March 12, 2024.

**Stacey M. Zee,**

*Manager, Operations Support Branch.*

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## DEPARTMENT OF THE TREASURY

### Bureau of the Fiscal Service

#### Proposed Extension of Information Collection Request Submitted for Public Comment; Comment Request Relating To Improving Customer Experience (OMB Circular A-11, Section 280 Implementation)

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently the Bureau of the Fiscal Service within the Department of the Treasury is soliciting comments relating to Improving Customer Experience (OMB Circular A-11, Section 280 Implementation).

**DATES:** Written comments should be received on or before May 17, 2024 to be assured of consideration.

**ADDRESSES:** Direct all written comments and requests for additional information to Bureau of the Fiscal Service, Bruce A. Sharp, Room #4006-A, P.O. Box 1328, Parkersburg, WV 26106-1328, or [bruce.sharp@fiscal.treasury.gov](mailto:bruce.sharp@fiscal.treasury.gov).

#### SUPPLEMENTARY INFORMATION:

*Title:* Improving Customer Experience (OMB Circular A-11, Section 280 Implementation).

*OMB Number:* 1530-0073.

*Abstract:* A modern, streamlined, and responsive customer experience means: Raising government-wide customer experience to the average of the private sector service industry; developing indicators for high-impact Federal programs to monitor progress towards excellent customer experience and mature digital services; and providing the structure (including increasing transparency) and resources to ensure customer experience is a focal point for Bureau of the Fiscal Service leadership. To support this, OMB Circular A-11 Section 280 established government-wide standards for mature customer experience organizations in government and measurement. To enable Federal programs to deliver the experience taxpayers deserve, they must undertake three general categories of activities: conduct ongoing customer research, gather and share customer feedback, and test services and digital products.

These data collection efforts may be either qualitative or quantitative in