while it sought and obtained Board authorization for its operations of track within the Port of Mobile, its prior notices of exemption did not request, and thus GCR did not receive, authorization for operation of the rail ferry service. CGR represents that it is the common carrier responsible for the operation of the rail ferry service,[4] and now seeks after-the-fact authorization to operate the service between the Port of Mobile and the U.S. maritime boundary line in the Gulf of Mexico.[5]

GCR certifies that the operation of the rail ferry service does not involve any interchange commitments. CGR further certifies that its projected revenues as a result of the rail ferry service will not result in the creation of a Class I or Class II rail carrier. However, CGR states that its annual revenues exceed, and are expected to continue to exceed, $5 million. Pursuant to 49 CFR 1150.42(e), if a carrier's projected annual revenues will exceed $5 million, it must, at least 60 days before the exemption becomes effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions for those employees, and certify to the Board that it has done so. According to the verified notice, CGR posted the required 60-day notice at the workplaces of CGR employees and certified to the Board that it had done so on May 7, 2024.[6]

The earliest this exemption may become effective is July 6, 2024 (60 days after the certification under 49 CFR 1150.42(e) was filed).[7]

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than June 28, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36775, 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, one copy of each pleading must be served on CGR's representative, Eric M. Hocky, Clark Hill PLC, Two Commerce Square, 2001 Market Street, Suite 2620, Philadelphia, PA 19103.

According to CGR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c)(1)(i) and from historic reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available at *www.stb.gov.*

Decided: May 20, 2024.

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

Eden Besera,

Clearance Clerk.

[FR Doc. 2024–11343 Filed 5–22–24; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 748]

Indexing the Annual Operating Revenues of Railroads

The Surface Transportation Board (the Board) is publishing the annual inflation-adjusted index and deflator factors for 2023. The deflator factors are used by the railroads to adjust their gross annual operating revenues for classification purposes. This indexing methodology ensures that railroads are classified based on real business expansion and not on the effects of inflation. Classification is important because it determines the extent to which individual railroads must comply with the Board's reporting requirements.

The Board's deflator factors are based on the annual average of the Producer Price Index (PPI) industry data for line-haul railroads developed by the Bureau of Labor Statistics (BLS).[1]

The Board's deflator factor is used to deflate revenues for comparison with established revenue thresholds.

RAILROAD REVENUE THRESHOLDS [2]

Year	Factor	Class I	Class II
2019 [3]	0.4952	504,803,294	40,384,263
2020 [4]	1.0000	900,000,000	40,400,000
2021	0.9535	943,898,958	42,370,575
2022	0.8721	1,032,002,719	46,325,455
2023	0.8541	1,053,709,560	47,299,851

DATES: The inflation-adjusted indexes and deflator factors are effective January 1, 2023.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez at (202) 245–0333. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

Board decisions and notices are available at *www.stb.gov.*

notice that CGR filed in Docket No. FD 35009, this line is different from the line that was the subject of the notice in Docket No. FD 33891.

[4] The Verified Notice explains that CGR holds itself out as the common carrier for the rail service and is responsible for all commercial activities in support of the rail ferry service. CGR also provides details concerning its arrangements for chartering and operating the rail ferry vessels.

[5] CGR is not seeking retroactive effectiveness for the exemption.

[6] CGR states that none of CGR's employees are represented by a union.

[7] CGR believes that a partial waiver of the 60-day notice period would be appropriate, where after-the-fact authority is being sought and no operational changes will result, but CGR states that it is not seeking such a waiver and that it understands that the exemption would not be effective until 60 days after its certification was filed.

[1] Starting in this year's decision, the reference to the series for the Railroad Freight Price Index has been changed to match BLS's terminology (PPI industry data for line-haul railroads) for ease of identifying the information.

[2] In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201,* 8 I.C.C.2d 625 (1992), the Board's predecessor, the Interstate Commerce Commission, raised the revenue classification level for Class I railroads from $50 million (1978 dollars) to $250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from $10 million (1978 dollars) to $20 million (1991 dollars). In *Montana Rail Link, Inc.—Petition for Rulemaking—Classification of Carriers,* EP 763 (STB served Apr. 5, 2021), the revenue classification level for Class I railroads was raised from $250 million (1991 dollars) to $900 million (2019 dollars), and the Class II threshold was converted and rounded from $20 million (1991 dollars) to $40.4 million (2019 dollars), effective for the reporting year beginning January 1, 2020.

[3] The 2019 values reflect those in *Indexing the Annual Operating Revenues of Railroads,* EP 748 (STB served June 10, 2020).

[4] The 2020 and subsequent values are based on the thresholds established in Docket No. EP 763, and the deflator factor is referenced to the new base year of 2019. As the PPI industry data for line-haul railroads remained the same from 2019 to 2020, the annual deflator factor for 2020 was 1.0000.

Decided:

By the Board, Kristen Monaco, Ph.D., Director, Office of Economics.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2024–11337 Filed 5–22–24; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2016–4198; Summary Notice No.–2024–18]

Petition for Exemption; Summary of Petition Received; Airbus Canada Limited Partnership

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

ACTION: Notice.

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 nor 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 June 12, 2024.

ADDRESSES: Send comments identified by docket number FAA–2016–4198 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, 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 20590–0001, 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 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Office of Rulemaking, *9-AVS-ARM320-Exemptions@faa.gov,* Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on May 16, 2024.

Brandon Roberts,

Executive Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2016–4198.

Petitioner: Airbus Canada Limited Partnership.

Section(s) of 14 CFR Affected: §§ 25.901(c) and 25.981(a)(3).

Description of Relief Sought: The petitioner seeks relief from the Airworthiness Limitations (AWL) requirement that stipulates that the electrical fuel boost pump be removed and replaced every 10,000 flight hours.

[FR Doc. 2024–11314 Filed 5–22–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2024–1472]

Notice of Intent to Designate as Abandoned Dennis Air Service Supplemental Type Certificate No. SA4–1306

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to designate Dennis Air Service supplemental type certificate as abandoned; request for comments.

SUMMARY: This notice announces the FAA's intent to designate Dennis Air Service Supplemental Type Certificate (STC) No. SA4–1306 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 Dennis Air Service concerning the STC. This action is intended to enhance aviation safety.

DATES: The FAA must receive all comments by November 19, 2024.

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–772, Federal Aviation Administration, West Certification Branch, 3960 Paramount Boulevard, Suite 100 Lakewood, CA 90712–4137.

• *Email: Calvin.L.Hang@faa.gov.* Include ''Docket No. FAA–2024–1472 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, West Certification 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 the **ADDRESSES** section. Include ''Docket No. FAA–2024–1472 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 Dennis Air Service STC No. SA4–1306, for the installation of modified nose gear for ERCO 415–C, as abandoned and subsequently release the related engineering data.

The FAA has received a third-party request for the release of data for the installation of modified nose gear 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 section 44704(a)(5), the