

and competitiveness for communities and businesses in the rural area served by FWWR. (*Id.*) Tarantula further states that an earlier effective date would support an expansion project and make a stronger application for a CRISI grant. (*Id.*)

### Discussion and Conclusions

The acquisition of control of a rail carrier by a person that is not a rail carrier but that controls any number of rail carriers requires prior approval from the Board under 49 U.S.C. 11323(a)(5). Under 49 U.S.C. 10502(a), however, the Board shall, to the maximum extent consistent with title 49, subtitle IV, part A, exempt a transaction or service from regulation upon finding that (1) the regulation is not necessary to carry out the rail transportation policy (RTP) under 49 U.S.C. 10101 and (2) either the transaction or service is of limited scope, or regulation is not needed to protect shippers from the abuse of market power.

Here, an exemption from the prior approval requirements of 49 U.S.C. 11323–25 is consistent with the standards of 49 U.S.C. 10502. Detailed scrutiny of the proposed transaction through an application for review and approval under sections 11323–25 is not necessary to carry out the RTP. An exemption would promote the RTP by minimizing the need for federal regulatory control over the transaction, 49 U.S.C. 10101(2), reducing regulatory barriers to entry, 49 U.S.C. 10101(7), encouraging efficient management of railroads, 49 U.S.C. 10101(9), and providing for the expeditious resolution of this proceeding, 49 U.S.C. 10101(15). Further, Tarantula asserts that the acquisition will allow it to make capital improvements to infrastructure on the Line. (Pet. 3, 7.) Therefore, an exemption would promote the RTP by ensuring the development and continuation of a sound rail transportation system that would continue to meet the needs of the public, 49 U.S.C. 10101(4), and fostering sound economic conditions in transportation, 49 U.S.C. 10101(5). Other aspects of the RTP would not be adversely affected.

Regulation of the transaction is not needed to protect shippers from abuse of market power.<sup>3</sup> The record indicates that Texas Central does not conduct freight rail operations over the Line; rather, FWWR has leased and operated the Line since 1998. (Pet. 2.) Tarantula states that the transaction will have no

adverse effect on rail operations over the Line because FWWR will continue operations over it. (*Id.* at 1, 5.) Thus, the proposed transaction will not result in any material changes to the services available to shippers along the Line. Moreover, there have been no objections to the proposed transaction, and the shippers along the Line have filed letters supporting the transaction. (Pet., Ex. C.)

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III carriers. Therefore, because all carriers involved in the transaction are Class III carriers, the Board may not impose labor protective conditions.

The acquisition of control is exempt from environmental reporting requirements under 49 CFR 1105.6(c)(1) because it will not result in significant changes in carrier operations. Similarly, under 49 CFR 1105.8(b)(3), no historic report is required because the proposed transaction will not substantially change the level of operations or maintenance of railroad properties.

As noted, Tarantula has requested expedited consideration of its petition for exemption. The Board finds that Tarantula's request is reasonable under the circumstances. Accordingly, the effective date of the exemption will be June 15, 2024. See 49 CFR 1121.4(e) ("Unless otherwise specified in the decision, an exemption generally will be effective 30 days from the service date of the decision."). Petitions for stay must be filed by June 7, 2024. Petitions to reopen will be due by June 20, 2024.

#### *It is ordered:*

1. Under 49 U.S.C. 10502, the Board exempts the above transaction from the prior approval requirements of 49 U.S.C. 11323–25.

2. Notice of this exemption will be published in the **Federal Register**.

3. This decision will be effective on June 15, 2024. Petitions for stay must be filed by June 7, 2024. Petitions to reopen must be filed by June 20, 2024.

Decided: May 30, 2024.

By the Board, Board Members Fuchs, Hedlund, Primus, and Schultz.

**Kenyatta Clay,**

*Clearance Clerk.*

[FR Doc. 2024–12259 Filed 6–4–24; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No.: FAA–2024–1363; Summary Notice No. 2024–21]

### Petition for Exemption; Summary of Petition Received; Basler Turbo Conversions LLC

**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 25, 2024.

**ADDRESSES:** Send comments identified by docket number FAA–2024–1363 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.

<sup>3</sup> Given this finding, the Board need not determine whether the transaction is limited in scope. See 49 U.S.C. 10502(a).

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:**

Shannon Uplinger, 202-267-6107, Office of Rulemaking, 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 30, 2024.

**Dan Ngo,**

*Manager, Part 11 Petitions Branch, Office of Rulemaking.*

**Petition for Exemption**

*Docket No.:* FAA-2024-1363.

*Petitioner:* Basler Turbo Conversions LLC.

*Section(s) of 14 CFR Affected:*  
§§ 25.1301 and 25.1322.

*Description of Relief Sought:* Basler Turbo Conversions LLC requests exemption from §§ 25.1301 and 25.1322 to allow the installation of its three Genesys Aerosystems Integrated Display Units (IDU-680) on Basler Modified DC-3 aircraft. The relief sought will permit the IDU-680 to be installed as currently designed with (1) use of an analog radar altimeter depiction on the Primary Flight Display, (2) depiction of obstacles in yellow in the Synthetic Vision System "Normal" mode regardless of their location in relation to the flight path, (3) use of threatening obstruction symbology with yellow obstructions outlined in red to distinguish them from threatening terrain hazards that progress from yellow to red, and (4) use of a green "X" to indicate that an external system data has been manually decluttered by the pilot but the system is functioning normally and available for selection.

[FR Doc. 2024-12246 Filed 6-4-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Opportunity for Public Comment on Surplus Property Release at the Wetumpka Albertville Regional Airport, Albertville, Alabama**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent to rule on land release request.

**SUMMARY:** The FAA is considering a request from the City of Albertville, Alabama to waive the requirement that 2.06 ± acres of airport property located at the Albertville Regional Airport in Albertville, Alabama, be used for aeronautical purposes.

**DATES:** Comments must be received on or before July 5, 2024.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA to the following address: Jackson Airports District Office, Attn: Brian Hendry, Community Planner, 10 Canebrake Blvd., Suite 100, Flowood, MS 39232.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Albertville Regional Airport, Attn: Mr. Mark Chesnut, Airport Manager, City of Albertville, Alabama, Post Office Box 12485, Albertville, AL 35950.

**FOR FURTHER INFORMATION CONTACT:**

Brian Hendry, Community Planner, Jackson Airports District Office, 10 Canebrake Blvd., Suite 100 Flowood, MS 39232, (769) 268-6979. The land release request may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by the City of Albertville to release approximately 2.06 ± acres of airport property at Albertville Regional Airport (8A0) under the provisions of 49 U.S.C. 47153(c). The FAA determined that the request to release property at Albertville Regional Airport (8A0) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release 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 property will be purchased by Snead State Community College which currently rents the land for an aviation mechanic school. The property is located on the South-Eastern part of the airport along White Oak Road and South of the main airport terminal area. In accordance with 49 U.S.C. 47107(c)(2)(B)(i), the airport will receive fair market value for the property, and the net proceeds from the sale of this property will be used for maintenance and improvements at the Albertville Regional Airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request

in person at City of Albertville, 116 Main St., P.O. Box 1248, Albertville, Alabama 35950.

Issued in Flowood, Mississippi on May 29, 2024.

**William Schuller,**

*Manager, Jackson Airports District Office, Southern Region.*

[FR Doc. 2024-12306 Filed 6-4-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA-2024-1481]

**Notice of Intent To Designate as Abandoned Turbine Conversions, Int. Supplemental Type Certificate No. SA4293WE**

**AGENCY:** Federal Aviation Administration (FAA) DOT.

**ACTION:** Notice of intent to designate Turbine Conversions, Int. Supplemental Type Certificate as abandoned; request for comments.

**SUMMARY:** This notice announces the FAA's intent to designate Turbine Conversions, Int. Supplemental Type Certificate (STC) No. SA4293WE 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 Turbine Conversions, Int. concerning the STC. This action is intended to enhance aviation safety.

**DATES:** The FAA must receive all comments by December 2, 2024.

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

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Mail:* Chuck Ayala, Aviation Safety Engineer, West Certification Branch, FAA, 3960 Paramont Blvd., Suite 100 Lakewood, CA 90712-4137.

- *Email:* [Charles.L.Ayala@faa.gov](mailto:Charles.L.Ayala@faa.gov). Include "Docket No. FAA-2024-1481" in the subject line of the message.

- *Hand Delivery:* Deliver to mailing address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Chuck Ayala, Aviation Safety Engineer, FAA; telephone: 562-627-5226; email: [Charles.L.Ayala@faa.gov](mailto:Charles.L.Ayala@faa.gov).

**SUPPLEMENTARY INFORMATION:**