

superintend, restrict, regulate, govern, administer, or oversee”). As the sole owner of Topco and of its general partner, and without any evidence in the record suggesting otherwise, Renco will have the “power or authority” to exercise control over the Acquisition Companies. Thus, it too requires acquisition authority under 49 U.S.C. 14303.⁵ Accordingly, Renco will be required to submit a filing joining the application and including any additional information required of an applicant under the Board’s rules. Renco’s filing may incorporate the existing application by reference to the extent appropriate, supplementing as necessary with any information specific to Renco required under 49 CFR 1182.2.

Based on Applicants’ representations, the Board finds that the acquisition as proposed in the application is consistent with the public interest. In the interest of expedition—particularly in light of the ongoing bankruptcy proceeding—the application will be tentatively approved and authorized, subject to Renco submitting a complete filing, as described above, that is consistent with the Board’s public interest finding by September 6, 2024. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed and the Board does not issue a decision finding Renco’s submission unsatisfactory by expiration of the comment period, this notice, including authority for Renco as an applicant, will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

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

It is ordered:

⁵ The Board notes that motor carrier acquirors have in some past cases applied and received acquisition authority under 49 U.S.C. 14303 without a controlling parent having sought or received, or been directed to seek and receive, such authority from the Board. *See, e.g., El Exproso Grp.—Asset Acquis.—CUSA EE, LLC*, MCF 21048 (STB served Sept. 7, 2012). But in other cases, controlling parents have sought the requisite authority from the Board when they have (as here) an indirect ownership interest in the motor carriers to be acquired. *See, e.g., Variant Equity I, LP—Acquis. of Control—Coach USA Admin., Inc.*, MCF 21084 (STB served Feb. 15, 2019); *Monarch Ventures Inc.—Acquis. of Control—Quick Coach Lines Ltd.*, MCF 21074 (STB served Mar. 29, 2017). The Board appreciates the disclosure of corporate affiliations by Applicants here and clarifies that, where an affiliate will acquire “control” of a motor carrier so as to implicate 49 U.S.C. 14303, it too must seek authority from the Board.

1. The proposed transaction is approved and authorized, subject to Renco submitting a satisfactory filing to join the application by September 6, 2024, and the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective October 8, 2024, unless the Board finds Renco’s submission unsatisfactory or opposing comments are filed by October 7, 2024. If any comments are filed, Applicants may file a reply by October 22, 2024.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: August 20, 2024.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2024–18990 Filed 8–22–24; 8:45 am]

BILLING CODE 4915–01–P

TENNESSEE VALLEY AUTHORITY

Sunshine Act Meetings

TIME AND DATE: 9:00 a.m. CT on August 22, 2024.

PLACE: Marriott Shoals Conference Center, 10 Hightower Place, Florence, Alabama.

STATUS: Open.

MATTERS TO BE CONSIDERED:

Meeting No. 24–03

The TVA Board of Directors will hold a public meeting on August 22 at the Marriott Shoals Conference Center, 10 Hightower Place, Florence, Alabama. The meeting will be called to order at 9:00 a.m. CT to consider the agenda items listed below. TVA management will answer questions from the news media following the Board meeting.

On August 21, at the Marriott Shoals Conference Center, the public may comment on any agenda item or subject at a Board-hosted public listening session which begins at 2:00 p.m. CT and will last until 4:00 p.m. Preregistration is required to address the Board.

Agenda

1. Approval of Minutes of the May 9, 2024 Board Meeting
2. Governance Items
 - A. TVA’s Strategic Elements
3. Report of the Operations and Nuclear Oversight Committee
 - A. New Nuclear Program Funding Limit Increase
4. Report of the Finance, Rates, and Portfolio Committee
 - A. Rate Adjustment—5.25% Rate Increase Beginning October 2024
 - B. FY25 Financial Plan and Budget
5. Report of the People and Governance Committee
 - A. TVA Employee Compensation Board Practice Amendments
6. Report of the External Stakeholders and Regulation Committee
7. Report of the Audit, Risk, and Cybersecurity Committee
 - A. FY25 External Auditor Selection
8. Information Items
 - A. Committee Assignments
 - B. Arrangements with Industrial Customers
 - C. Confidential Settlement
9. Report from President and CEO

CONTACT PERSON FOR MORE INFORMATION:

For more information: Please call TVA Media Relations at (865) 632–6000, Knoxville, Tennessee. Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: August 15, 2024.

Edward C. Meade,

Agency Liaison.

[FR Doc. 2024–19141 Filed 8–21–24; 4:15 pm]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Chicago O’Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Summer 2025 Scheduling Season

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

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces the submission deadline of October 10, 2024, for Summer 2025 flight schedules at Chicago O’Hare International Airport (ORD), John F. Kennedy International Airport (JFK),

Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO).

DATES: Schedules should be submitted by October 10, 2024.

ADDRESSES: Schedules may be submitted to the Slot Administration Office by email to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Manager, Slot Administration and Capacity Analysis, AJR-G, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2822; email Al.Meilus@faa.gov.

SUPPLEMENTARY INFORMATION: This document provides routine notice to carriers serving capacity-constrained airports in the United States, including ORD, JFK, LAX, EWR, and SFO. In particular, this notice announces the deadline for carriers to submit schedules for the Summer 2025 scheduling season.

General Information for All Airports

The FAA has designated JFK as an IATA Level 3 airport consistent with the Worldwide Slot Guidelines (WSG).¹ The FAA currently limits scheduled operations at JFK by order that expires on October 24, 2026.²

The FAA has designated EWR, LAX, ORD, and SFO as IATA Level 2 airports³ subject to a schedule review process premised upon voluntary cooperation. The Summer 2025 scheduling season is from March 30, 2025, through October 25, 2025, in recognition of the IATA Summer scheduling period.

The FAA is primarily concerned about scheduled and other regularly conducted commercial operations during designated hours, but carriers may submit schedule plans for the entire day. The designated hours for the Summer 2025 scheduling season are: at

EWR and JFK from 0600 to 2300 Eastern Time (1000 to 0300 UTC), at LAX and SFO from 0600 to 2300 Pacific Time (1300 to 0600 UTC), and at ORD from 0600 to 2100 Central Time (1100 to 0200 UTC). These hours are unchanged from previous scheduling seasons.

Carriers should submit schedule information in sufficient detail including, at minimum, the marketing or operating carrier, flight number, scheduled time of operation, frequency, aircraft equipment, and effective dates. IATA standard schedule information format and data elements for communications at Level 2 and Level 3 airports in the IATA Standard Schedules Information Manual (SSIM) Chapter 6 may be used. The WSG provides additional information on schedule submissions at Level 2 and Level 3 airports. Some carriers at JFK manage and track slots through FAA-assigned Slot ID numbers corresponding to an arrival or departure slot in a particular half-hour on a particular day of week and date. The FAA has a similar voluntary process for tracking schedules at EWR with Reference IDs, and certain carriers are managing their schedules accordingly. The primary users of IDs are United States and Canadian carriers that have the highest frequencies and considerable schedule changes throughout the season and can benefit from a simplified exchange of information not dependent on full flight details. Carriers are encouraged to submit schedule requests at those airports using Slot or Reference IDs.

As stated in the WSG, schedule facilitation at a Level 2 airport is based on the following: (1) Schedule adjustments are mutually agreed upon between the carriers and the facilitator; (2) the intent is to avoid exceeding the airport's coordination parameters; (3) the concepts of historic precedence and series of slots do not apply at Level 2 airports, although WSG recommends giving priority to approved services that plan to operate unchanged from the previous equivalent season at Level 2 airports; and (4) the facilitator should adjust the smallest number of flights by the least amount of time necessary to avoid exceeding the airport's coordination parameters. Consistent with the WSG, the success of Level 2 in the United States depends on the voluntary cooperation of carriers.

The FAA considers several factors and priorities that are consistent with the WSG as it reviews schedule and slot requests at Level 2 and Level 3 airports, including (1) historic slots or services from the previous equivalent season over new demand for the same timings; (2) services that are unchanged over

services that plan to change time or other capacity relevant parameters; (3) introduction of year-round services; (4) effective period of operation; (5) regularly planned operations over *ad hoc* operations; and (6) other operational factors that may limit a carrier's timing flexibility.

The FAA seeks to maintain close communications with carriers and terminal schedule facilitators on potential runway schedule issues or terminal and gate issues that may affect the runway times. In addition to applying these priorities from the WSG, the U.S. Government has adopted a number of measures and procedures to promote competition and new entry at U.S. slot-controlled and schedule-facilitated airports.

Slot management in the United States differs in some respect from procedures in other countries. In the United States, the FAA is responsible for facilitation and coordination of runway access for takeoffs and landings at Level 2 and Level 3 airports; however, the airport authority or its designee is responsible for facilitation and coordination of terminal/gate/airport facility access. The process with the individual airports for terminal access and other airport services is separate from, and in addition to, the FAA schedule review based on runway capacity.

Generally, the FAA uses average hourly runway capacity throughput for airports and performance metrics in conducting its schedule review at Level 2 airports and determining the scheduling limits at Level 3 airports included in FAA rules or orders.⁴ The FAA also considers other factors that can affect operations, such as capacity changes due to runway, taxiway, or other airport construction, air traffic control procedural changes, airport surface operations, and historical or projected flight delays and congestion.

Finally, the FAA notes that the schedule information submitted by carriers to the FAA may be subject to disclosure under the Freedom of Information Act (FOIA). The WSG also provides for release of information at certain stages of slot coordination and

¹ The FAA generally applies the WSG to the extent there is no conflict with U.S. law or regulation. The FAA recognizes the WSG has been replaced by the Worldwide Airports Slot Guidelines (WASG) edition 1, effective June 1, 2020, WASG edition 2, effective July 1, 2022, and most recently, WASG edition 3, effective April 1, 2024. The WASG is published jointly by Airports Council International-World, IATA, and the Worldwide Airport Coordinators Group (WWAGG). While the FAA is considering whether to implement certain changes to the Guidelines in the United States, it will continue to apply WSG edition 9.

² Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008), as most recently extended 89 FR 41486 (May 13, 2024). The slot coordination parameters for JFK are set forth in this Order.

³ These designations remain effective until the FAA announces a change in the **Federal Register**.

⁴ The FAA typically determines an airport's average adjusted runway capacity or typical throughput for Level 2 airports by reviewing hourly data on the arrival and departure rates that air traffic control indicates could be accepted for that hour, commonly known as "called" rates. The FAA also reviews the actual number of arrivals and departures that operated in the same hour. Generally, the FAA uses the higher of the two numbers, called or actual, for identifying trends and schedule review purposes. Some dates are excluded from analysis, such as during periods when extended airport closures or construction could affect capacity.

schedule facilitation. In general, once it acts on a schedule submission or slot request, the FAA may release information on slot allocation or similar slot transactions, or schedule information reviewed as part of the schedule facilitation process. The FAA does not expect that practice to change, and most slot and schedule information would not be exempt from release under FOIA. The FAA recognizes that some carriers may submit information on schedule plans that is both customarily and actually treated as private. Carriers that submit such confidential schedule information should clearly mark the information, or any relevant portions thereof, as proprietary information (“PROPIN”). The FAA will take the necessary steps to protect properly designated information to the extent allowable by law.

EWR General Information

Consistent with the WSG, carriers are asked for their voluntary cooperation to adjust schedules to meet the targeted scheduling limits in order to minimize potential congestion and delay. For the Summer 2025 scheduling season, the voluntary, targeted hourly scheduling limits remain at 77 operations and 41 operations per half-hour.⁵ To help with a balance between arrivals and departures, the targeted maximum number of scheduled arrivals or departures, respectively, is 41 in an hour and 22 in a half-hour. These targets are expected to allow some higher levels of operations in certain periods (not to exceed the hourly limits) and some recovery from lower demand in adjacent periods. Consistent with general established practice at EWR, the FAA will accept flights above the limits if the flights were operated as approved, or treated as operated, by the same carrier on a regular basis in the previous corresponding season (*i.e.*, Summer 2024) and consistent with DOT’s 2022 reassignment of 16 peak-hour runway timings.⁶ However, the FAA does not intend to approve requests for new flights unless they can be accommodated within the targeted limits. The FAA is seeking carriers’ voluntary cooperation to get scheduled operations down to the targeted scheduling limits.

Carriers are reminded that FAA approval for runway times is separate from the approval process for gates or other airport infrastructure and both are essential for the success of Level 2 at

EWR. Schedule facilitation at Level 2 airports is designed to engender collaboration and gain mutual agreement between the carriers and the FAA regarding schedules and potential adjustments to stay within the performance goals and capacity limits of the airport and to mitigate delays and congestion that would result in the need for Level 3 slot controls. The FAA expects that all carriers operating at EWR will respect the targeted scheduling limits and work cooperatively with the FAA in order to avoid unacceptable delays and other adverse operational impacts at the airport.

The FAA is aware of runway construction planned at EWR for 2025. At this time, the FAA is evaluating the impact on EWR’s runway capacity throughout the projected construction period in 2025. If the FAA concludes that scheduling relief is needed, a separate policy will be issued.

Issued in Washington, DC, on August 20, 2024.

Daniel J. Murphy,

Vice President, System Operations Services.

[FR Doc. 2024–19034 Filed 8–21–24; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0040]

NHTSA Safety Research Portfolio Public Meeting: Fall 2024

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice of a public meeting.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) will hold a public meeting from October 28 to October 30, 2024, as a joint effort between the Agency’s Vehicle Safety Research and Behavioral Safety Research offices to share information on activities within the Agency’s research programs. The meeting will be held in a virtual format with representatives from across the two research offices presenting the information in panels.

Questions from the audience will be addressed following presentations. Each presentation will include visual slides that will be available in a public docket after the public meeting. A recording of the panels will also be available on the NHTSA website.

DATES: NHTSA will hold the public meeting on October 28 to October 30,

2024, with times to be established as the agenda is further refined. The meeting will be held virtually, via Zoom. Registration to attend the meeting must be received no later than October 23, 2024. There is no cost to register. Registration can be completed at <https://www.nhtsa.gov/events/nhtsa-safety-research-portfolio-public-meeting-fall-2024>. The public docket will remain open for 90 days following the public meeting.

ADDRESSES: The meeting will be held virtually via Zoom. The virtual meeting’s online access link(s) will be available upon registration. Details regarding the agenda and speakers will be added to the Public Meeting website, <https://www.nhtsa.gov/events/nhtsa-safety-research-portfolio-public-meeting-fall-2024>, regularly prior to the event. The meeting will also be recorded and made available after the event for offline viewing at <https://www.nhtsa.gov/events/nhtsa-safety-research-portfolio-public-meeting-fall-2024>.

FOR FURTHER INFORMATION CONTACT: If you have questions about the public meeting, please contact Jennifer Oxenham at 202–366–2827 or by email at jennifer.oxenham@dot.gov.

SUPPLEMENTARY INFORMATION: For reference, NHTSA’s previous Safety Research Portfolio public meeting, held in Fall 2022, is available for viewing at <https://www.nhtsa.gov/events/research-public-meeting-2022>.

Registration is recommended for all attendees. Attendees should register at <https://www.nhtsa.gov/events/nhtsa-safety-research-portfolio-public-meeting-fall-2024> by October 23, 2024. Follow the designated registration instructions at the registration site and please indicate whether special accommodation is needed.

NHTSA is committed to providing equal access to this event for all participants. People with disabilities can submit an accommodation request, and people with limited English proficiency can submit a language access request. Please submit any request to Jennifer Oxenham at 202–366–2827 or via email at jennifer.oxenham@dot.gov with your request as soon as possible. A sign language interpreter will be provided, and closed captioning services will be available.

Should it be necessary to cancel or reschedule the meeting due to an unforeseen circumstance, NHTSA will take all available measures to notify registered participants as soon as possible. NHTSA will conduct the public meeting informally, and

⁵ See 88 FR 64964 (September 20, 2023).

⁶ See Department of Transportation Order 2022–7–1, Docket DOT–OST–2021–0103, served July 5, 2022, “Reassignment of Schedules at Newark-Liberty International Airport.”