

coordination, we propose that it respond to the licensee in writing with the results of the coordination, including any conditions or limitations. We seek comment on this proposal.

d. Changes To Launch Parameters

In the *Second Report and Order*, the Commission stated that any changes to the technical and operational parameters for a launch that occur after completion of post-grant frequency coordination also require coordination, and that these changes must be provided to the third-party frequency coordinator to initiate an updated coordination. We seek comment on procedures for licensees that seek to change launch parameters close in time to a scheduled launch date. Should we establish a cut-off date for licensees to change launch parameters that have previously been coordinated? What timeframe is appropriate, given that a cut-off date would need to afford sufficient time for re-coordination of a launch? Should we consider establishing a separate cut-off for changes solely related to the launch date/time, potentially to accommodate weather or technical delays, that seek no changes to technical parameters, and could therefore qualify for an accelerated coordination of the date/time change versus requiring a new coordination request? In the STA process currently used to authorize spectrum for space launches, how frequently have space launch operators needed to adjust launch and technical parameters following coordination of a launch, and how much time has typically been required to re-coordinate those launches? We seek comment on these issues.

D. Post-Frequency Coordination Launch Registrations

In the *Second Report and Order*, the Commission adopted rules requiring space launch licensees to register the technical and operating parameters of a launch after it has successfully coordinated that launch with NTIA and other non-Federal users through a third-party frequency coordinator. The Commission stated that licensees would not have authorization to commence operations until after completing these post-coordination launch registrations. We propose that, once accepted in ULS, the parameters in the post-coordination launch registration reflect the binding operational parameters for a given launch, and that a licensee will be authorized to commence launch operations thereunder. We also propose that the licensee must update the launch registration in ULS, if already

completed, to reflect any re-coordinated parameter changes, and that such an updated registration must be accepted in ULS to be authorized to launch under the revised parameters.

For purposes of the post-coordination launch registration, we propose that licensees provide the following relevant data from their approved coordination requests:

1. Purpose of operation;
2. Operation start date and time;
3. Operation end date and time;
4. Stations to be used;
5. Launch site to be used;
6. Transmission characteristics including frequency, emission designator, output power and EIRP; and
7. Response from the third-party frequency coordinator regarding outcome of coordination, including conditions and limitations, and a list of entities with which it coordinated.

We seek comment generally on this proposal. We note that, in part II.C.1 of this Public Notice, we propose requiring licensees to share their launch trajectory for purposes of frequency coordination. We seek comment on whether we should require the launch trajectory for registration in ULS. Is there any other launch data that should be made publicly available in ULS?

Federal Communications Commission.

Amy Brett,
Chief of Staff, Wireless Telecommunications Bureau.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 211

[Docket No. FRA–2024–0033, Notice No. 2]

RIN 2130–AC97

Federal Railroad Administration's Procedures for Waivers and Safety-Related Proceedings

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM); extension of comment period.

SUMMARY: On October 29, 2024, FRA published an NPRM proposing to update FRA's procedures for waivers and safety-related proceedings to define the two components of the statutory waiver and suspension standard, "in the public interest" and "consistent with railroad safety." By this notice, FRA is extending the NPRM's comment period by 15 days.

DATES: The comment period for the NPRM published on October 29, 2024, 89 FR 85895, is extended until January 15, 2025.

ADDRESSES:

Comments: Comments related to Docket No. FRA–2024–0033 may be submitted by going to www.regulations.gov and following the online instructions for submitting comments.

Instructions: All submissions received must include the agency name and docket number or Regulatory Identification Number (RIN) for this rulemaking. All comments received will be posted without change to www.regulations.gov; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to www.regulations.gov and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Veronica Chittim, Senior Attorney, Office of the Chief Counsel, at veronica.chittim@dot.gov, 202–480–3410; or Lucinda Henriksen, Senior Advisor, Office of Railroad Safety, at lucinda.henriksen@dot.gov, 202–657–2842.

SUPPLEMENTARY INFORMATION: In a November 13, 2024, letter, the American Short Line and Regional Railroad Association (ASLRRRA) requested a 60-day extension of the NPRM's comment period.¹ ASLRRRA stated it needs additional time to thoroughly review the NPRM and "consult with its member railroads on the feasibility of the process changes proposed in the NPRM for small businesses."

In a November 25, 2024, letter, the Association of American Railroads (AAR) petitioned for a 60-day extension of the NPRM's comment period.² AAR noted that it must "address four proposed rules at the same time while operating under resource constraints due to holiday travel schedules that prevent them from giving any of the four NPRMs the attention that they deserve."

The comment period for this NPRM is scheduled to close on December 30, 2024.³ As FRA is granting an extension

¹ <https://www.regulations.gov/document/FRA-2024-0033-0002>.

² <https://www.regulations.gov/document/FRA-2024-0033-0004>.

³ <https://www.federalregister.gov/documents/2024/10/29/2024-24586/federal-railroad->

for 15 days in response to ASLRRRA's and AAR's requests, the comment period is now extended to January 15, 2025.

Privacy Act

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, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

Authority: 49 U.S.C. 20103, 20107, 20114, 20306, 20502-20504, and 49 CFR 1.89.

Issued in Washington, DC.

Allison Ishihara Fultz,
Chief Counsel.

[FR Doc. 2024-30596 Filed 12-20-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 213

[Docket No. FRA-2024-0032]

RIN 2130-AC96

Track Geometry Measurement System (TGMS) Inspections; Extension of Comment Period

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM); extension of comment period.

SUMMARY: On October 24, 2024, FRA published an NPRM proposing to revise its regulations governing the minimum safety requirements for railroad track. The proposed changes would require all Class I and II railroads, as well as intercity passenger railroads and commuter railroads, to operate a

administrations-procedures-for-waivers-and-safety-related-proceedings.

qualifying Track Geometry Measurement System (TGMS), a type of automated track inspection (ATI) technology, at specified frequencies on all Class 1 through 5 mainline and controlled siding track that transports: annual tonnage greater than 10 million gross tons (MGT), regularly scheduled passenger rail service, or trains containing hazardous materials. FRA also proposed increasing the required frequency of TGMS inspections on Class 6 track. By this notification, FRA is extending the NPRM's comment period, which will close on December 23, 2024, by 15 days.

DATES: The comment period for the NPRM published on October 24, 2024, at 89 FR 84845, is extended. Comments should be received on or before January 7, 2025.

ADDRESSES:

Comments: Comments related to Docket No. FRA-2024-0032 may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name, docket name, and docket number or Regulatory Identification Number (RIN) for this rulemaking (2130-AC96). Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading in the SUPPLEMENTARY INFORMATION section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Yu-Jiang Zhang, Staff Director, Track and Structures Division, Office of Railroad Safety, Federal Railroad Administration, 1200 New Jersey Avenue SE, W33-302, Washington, DC 20590, telephone: 202-493-6460; or Aaron Moore, Senior Attorney, Office of the Chief Counsel, Federal Railroad Administration, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone: 202-853-4784.

SUPPLEMENTARY INFORMATION: In a November 13, 2024, letter, the American Short Line and Regional Railroad Association (ASLRRRA) requested a 60-day extension of the NPRM's comment

period.¹ ASLRRRA stated it needs additional time to consult with members regarding the potential impact of the proposed rule. ASLRRRA's letter cited the fact that FRA issued three NPRMs² during a short timeframe, did not consult with Railroad Safety Advisory Committee regarding the proposed rules, and that the publication of the NPRMs and the comment deadlines are impacted by the fall and winter holiday season.

In a November 25, 2024, letter, the Association of American Railroad (AAR) made a similar request, also seeking a 60-day extension. AAR's letter cited similar concerns as ASLRRRA's letter.

The comment period for this NPRM is scheduled to close on December 23, 2024. As FRA is granting an extension in response to the requests from ASLRRRA and AAR, the comment period is now extended to January 7, 2025, which is a total of 15 days. Although ASLRRRA and AAR requested a 60-day extension, FRA believes that a 15-day extension will provide sufficient time for ASLRRRA, AAR, and other interested parties to review the NPRM.

Privacy Act

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, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

Authority: 49 U.S.C. 20102-20114 and 20142; 28 U.S.C. 2461 note; and 49 CFR 1.89.

Issued in Washington, DC.

Allison Ishihara Fultz,
Chief Counsel.

[FR Doc. 2024-30595 Filed 12-20-24; 8:45 am]

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¹ 89 FR 84845 (Oct. 24, 2024).

² 89 FR 84845 (Oct. 24, 2024); 89 FR 85462 (Oct. 28, 2024); 89 FR 85895 (Oct. 29, 2024).