

Decided: May 23, 2022.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Aretha Laws-Byrum,
Clearance Clerk.

[FR Doc. 2022–11400 Filed 5–26–22; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36594]

Texas Coastal Bend Railroad, L.L.C.— Change in Operator Exemption— Corpus Christi Terminal Railroad, Inc.

Texas Coastal Bend Railroad, L.L.C. (TCBR), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to assume operation of approximately 12.0 miles of rail line owned by the Port of Corpus Christi Authority of Nueces County, Tex. (the Port), located on the north and south sides of the Inner Harbor of the Corpus Christi Ship Channel, which runs parallel with the south shoreline of Nueces Bay (the Line). Incidental to the proposed operation of the Port-owned Line, TCBR will acquire overhead trackage rights over a connecting Union Pacific Railroad Company (UP) line extending between approximately UP milepost 140.5 near the west leg of the Fulton Wye Connection and approximately UP milepost 149.0, all in Nueces County, Tex. Corpus Christi Terminal Railroad, Inc. (CCTR) currently operates the Line under a lease with the Port and has done so since 1997. *See Corpus Christi Terminal R.R.—Lease & Operation Exemption—Port of Corpus Christi Auth. of Nueces Cnty., Tex.*, FD 33436 (STB served Aug. 14, 1997).

According to the verified notice, TCBR has entered into an agreement with the Port under which TCBR will replace CCTR as the common carrier on the Line. TCBR states that CCTR does not object to the proposed change in common carrier operator on the Line. Based on projected annual revenues for the Line, TCBR expects to become a Class III rail carrier after consummation of the proposed transaction.

This transaction is related to a concurrently filed verified notice in *Watco Holdings—Continuance in Control Exemption—Texas Coastal Bend Railroad*, Docket No. FD 36595, in which Watco Holdings, Inc., seeks to continue in control of TCBR upon TCBR's becoming a Class III rail carrier.

As required under 49 CFR 1150.33(h)(1), TCBR certifies that the agreements governing this transaction do not include any provision or

agreement that may limit future interchange with a third-party connecting carrier.

TCBR certifies that its projected annual revenues as a result of the transaction will not result in the creation of a Class I or Class II rail carrier but also states that it expects its annual revenues to exceed \$5 million following the transaction. Pursuant to 49 CFR 1150.32(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 with employees on the affected lines, and certify to the Board that it has done so. TCBR states that it complied with the advance notice posting requirements of 49 CFR 1150.32(e) on March 21, 2022, and that TCBR has been advised that no labor union represents CCTR employees and that the Port has no employees that conduct rail operations on the Line.

Under 49 CFR 1150.32(b), a change in operator exemption requires that notice be given to shippers. TCBR certifies that it has provided notice of the proposed change in operator to the shippers on the Line.

The transaction may be consummated on or after June 12, 2022, the effective date of the exemption (30 days after the verified notice was filed).

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 3, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36594, 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, a copy of each pleading must be served on TCBR's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

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

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

Decided: May 24, 2022.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2022–11464 Filed 5–26–22; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36595]

Watco Holdings, Inc.—Continuance in Control Exemption—Texas Coastal Bend Railroad, L.L.C.

Watco Holdings, Inc. (Watco), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Texas Coastal Bend Railroad, L.L.C. (TCBR), a noncarrier controlled by Watco, upon TCBR's becoming a Class III rail carrier.

This transaction is related to a verified notice of exemption filed concurrently in *Texas Coastal Bend Railroad—Change in Operator Exemption—Corpus Christi Terminal Railroad*, Docket No. FD 36594, in which TCBR seeks to assume operation of approximately 12.0 miles of rail line owned by the Port of Corpus Christi Authority of Nueces County, Tex. (the Port), located on the north and south sides of the Inner Harbor of the Corpus Christi Ship Channel, along with incidental trackage rights.

The transaction may be consummated on or after June 12, 2022, the effective date of the exemption (30 days after the verified notice was filed).

According to the verified notice, Watco currently controls 42 Class III railroads and one Class II railroad, collectively operating in 28 states. For a complete list of these rail carriers and the states in which they operate, see the Appendix to Watco's May 13, 2022 verified notice of exemption, available at www.stb.gov.

Watco represents that: (1) The rail line to be operated by TCBR does not connect with the rail lines of any of the rail carriers currently controlled by Watco; (2) this transaction is not part of a series of anticipated transactions that would connect TCBR with any railroad in the Watco corporate family; and (3) the transaction does not involve a Class I rail carrier. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

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. Because the transaction

involves the control of one Class II and one or more Class III rail carriers, the transaction is subject to the labor protection requirements of 49 U.S.C. 11326(b) and *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad*, 2 S.T.B. 218 (1997).

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 3, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36595, 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 Watco's representative, Bradon J. Smith, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

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

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

Decided: May 24, 2022.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Regena Smith-Bernard,
Clearance Clerk.

[FR Doc. 2022-11463 Filed 5-26-22; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Request To Release Property at Owensboro-Daviess County Regional Airport, Owensboro, KY (OWB)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration is requesting public comment on a request by the Owensboro-Daviess County Airport Board, to release land (10.76 acres) at Owensboro—Daviess County Regional Airport (OWB) from federal obligations.

DATES: Comments must be received on or before June 27, 2022.

ADDRESSES: Comments on this notice may be emailed to the FAA at the

following email address: FAA/Memphis Airports District Office, Attn: Jillian M. Thackston, Community Planner, Jillian.M.Thackston@faa.gov.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Tristan Durbin, Airport Director, Owensboro-Daviess County Airport Board at the following address: 2200 Airport Drive, Owensboro, KY 42301.

FOR FURTHER INFORMATION CONTACT:

Jillian M. Thackston, Community Planner, Federal Aviation Administration, Memphis Airports District Office, 2600, Thousand Oaks Boulevard, Suite 2250, Memphis, TN 38118-2482, (901) 322-8188, or Jillian.M.Thackston@faa.gov. The application may be reviewed in person at this same location, by appointment.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to release property for disposal at Owensboro-Daviess County Regional Airport, 2200 Airport Drive, Owensboro, KY 42301, under the provisions of 49 U.S.C. 47107(h)(2). The FAA determined that the request to release property at Owensboro-Daviess County Regional Airport (OWB) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of these properties 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 request consists of the following:

The Property consists of approximately 10.76 acres and is located in the western portion of the Airport. These parcels are labeled on the current Exhibit A as Parcel 20 (7.93 acres), Parcel 21 (1.93 acres), and Parcel 24A (0.90 acres). The Properties are physically located west of Runway 18/36 and east of Calhoun Road.

This request will release this property from federal obligations. This action is taken under the provisions of 49 U.S.C. 47107(h)(2).

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 Owensboro-Daviess County Regional Airport (OWB).

Issued in Memphis, Tennessee on May 24, 2022.

Duane Leland Johnson,

Assistant Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2022-11436 Filed 5-26-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2022-0716]

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Changes in Permissible Stage 2 Airplane Operations

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves information used to issue special flight authorizations for non-revenue transports and non-transport jet operations of Stage 2 airplanes at U.S. airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose for the flight is one of those enumerated by law. This collection is required under the Airport Noise and Capacity Act of 1990 (as amended by Pub. L. 106-113) and the FAA Modernization and Reform Act of 2012.

DATES: Written comments should be submitted by July 26, 2022.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field)

By mail: Sandy Liu, 800 Independence Ave. SW, Washington, DC 20591, Attn: AEE-100

By fax: 202-267-5594

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency