

utilizing the Shrimp Exporter's/Importer's Declaration ("DS-2031") Box 7(B) provision for shrimp "harvested in the waters of a nation currently certified pursuant to Section 609 of Pubic Law 101-162."

Shrimp and products of shrimp harvested with turtle excluder devices ("TEDs") in an uncertified nation may, under specific circumstances, be eligible for importation into the United States under the DS-2031 Box 7(A)(2) provision for shrimp "harvested using TEDs comparable in effectiveness to those in the United States, as determined by the U.S. Department of State." Use of this provision requires that the Secretary or his or her delegate determine in advance that the government of the harvesting nation has put in place adequate procedures to monitor the use of TEDs in the specific fishery in question and to ensure the accurate completion of the DS-2031 forms. At this time, the Department has determined that only shrimp and products from shrimp harvested in the Northern Prawn Fishery, the Queensland East Coast Trawl Fishery, and the Torres Strait Prawn Fishery in Australia, and in the French Guiana domestic trawl fishery of France are eligible for entry under this provision. A responsible government official of Australia or France must sign in Block 8 of the DS-2031 form accompanying these imports into the United States.

In addition, shrimp and products of shrimp harvested in a manner or under circumstances determined by the Department of State not to pose a threat of the incidental taking of sea turtles may, under specific circumstances, be eligible for importation into the United States under the DS-2031 Box 7(A)(4) provision for shrimp "harvested in a manner or under circumstances not to pose a threat of the incidental taking of sea turtles, as determined by the U.S. Department of State." The Department has determined that shrimp and products from shrimp harvested in the Spencer Gulf region in Australia, with shrimp baskets in Hokkaido, Japan, with "mosquito" nets in the Republic of Korea, Mediterranean red shrimp (*Aristeus antennatus*) and products from that shrimp harvested in the Mediterranean Sea in Spain, and giant red shrimp (*Aristaeomorpha foliacea*) and products from that shrimp harvested in Italy may be imported into the United States under the DS-2031 Box 7(A)(4) provision. A responsible government official of Australia, Japan, the Republic of Korea, Spain, or Italy must sign in Block 8 of the DS-2031 form accompanying these imports into the United States.

A completed DS-2031 Shrimp Exporter's/Importer's Declaration must accompany all imports of shrimp and products from shrimp into the United States. The DS-2031 form was recently revised, and the current version is accessible at the following link: <https://eforms.state.gov/Forms/ds2031.PDF>. Importers of shrimp and products from shrimp harvested in certified nations and Hong Kong must either provide the DS-2031 form to Customs and Border Protection at the port of entry or provide the information required by the DS-2031 through the Automated Commercial Environment. Importers of shrimp and products from shrimp from certified nations and Hong Kong should mark the box 7(B) provision for shrimp "harvested in the waters of a nation currently certified pursuant to Section 609 of P.L. 101-162" regardless of whether the shrimp is wild-caught or the product of aquaculture. DS-2031 forms accompanying all imports of shrimp and products from shrimp harvested in uncertified nations and economies, to include all fisheries with determinations, must be originals with Box 7(A)(1), 7(A)(2), or 7(A)(4) checked, consistent with the form's instructions with regard to the method of harvest of the shrimp and based on any relevant prior determinations by the Department, and signed by a responsible government official of the harvesting nation. The Department did not determine that shrimp or products from shrimp harvested in a manner as described in 7(A)(3) in any uncertified nation or economy is eligible to enter the United States. The importation of wild-caught shrimp or products from that shrimp from any nation or fishery without a certification or determination will not be allowed.

The Department has communicated these certifications and determinations under Sec. 609 to the Offices of Field Operations and of Trade at U.S. Customs and Border Protection.

David F. Hogan,

*Director, Office of Marine Conservation,
Department of State.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2013-0259]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Advisory Circular: Reporting of Laser Illumination of Aircraft

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (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 renew information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 17, 2023. The collection involves information to be collected will be used to and/or is necessary because Advisory Circular 70-2B provides guidance to civilian air crews on the reporting of laser illumination incidents and recommended mitigation actions to be taken in order to ensure continued safe and orderly flight operations.

DATES: Written comments should be submitted by July 6, 2024.

ADDRESSES: Please send written comments:

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

By Mail: Nicholas Torgerson, Federal Aviation Administration, AJR-223, 800 Independence Ave. SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Nicholas Torgerson, by email at: Nicholas.d.torgerson@faa.gov; phone: 202-322-4157.

SUPPLEMENTARY INFORMATION:

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 will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0698.
Title: Advisory Circular (AC):
 Reporting of Laser Illumination of Aircraft.

Form Numbers: Advisory Circular 70–2B, Reporting of Laser Illumination of Aircraft.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 17, 2023 (88 FR 58633). Advisory Circular 70–2B provides guidance to civilian air crews on the reporting of laser illumination incidents and recommended mitigation actions to be taken in order to ensure continued safe and orderly flight operations. Information is collected from pilots and aircrews that are affected by an unauthorized illumination by lasers. The requested reporting involves an immediate broadcast notification to Air Traffic Control (ATC) when the incident occurs, as well as a broadcast warning of the incident if the aircrew is flying in uncontrolled airspace. In addition, the AC requests that the aircrew supply a written report of the incident and send it by fax or email to the Washington Operations Control Complex (WOCC) as soon as possible.

Respondents: Approximately 2,339 pilots and crewmembers.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 10 minutes.

Estimated Total Annual Burden: 220 hours.

Issued in Washington, DC, on June 6, 2024.

Sandra L. Ray,

Aviation Safety Inspector, AFS–260.

[FR Doc. 2024–12703 Filed 6–10–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Staffing-Related Relief Concerning Operations at Ronald Reagan Washington National Airport, John F. Kennedy International Airport, LaGuardia Airport, and Newark Liberty International Airport, October 27, 2024, Through March 29, 2025 (Winter 2024/2025) and March 30, 2025, Through October 25, 2025 (Summer 2025)

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

ACTION: Extension to limited waiver of the slot usage requirement.

SUMMARY: This action extends the Staffing-Related Relief Concerning

Operations at Ronald Reagan Washington National Airport, John F. Kennedy International Airport, LaGuardia Airport, and Newark Liberty International Airport, published on September 20, 2023, from October 27, 2024, through March 29, 2025 (Winter 2024/2025) and March 30, 2025, through October 25, 2025 (Summer 2025). The limited waiver remains effective until October 25, 2025, and does not apply to any slots granted by the Department of Transportation pursuant to section 505 of the FAA Reauthorization Act of 2024.

DATES: This action is applicable on October 27, 2024.

ADDRESSES: Requests may be submitted by mail to Slot Administration Office, System Operations Services, AJR–0, Room 300W, 800 Independence Avenue SW, Washington, DC 20591, or by email to: 7-awa-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Slot Administration and Capacity Analysis, FAA ATO System Operations Services, AJR–G5, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–2822; email al.meilus@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The New York Terminal Radar Approach Control facility (N90) currently provides Air Traffic Control (ATC) services to overhead flights in the Northeast corridor and to the New York City area airports, including John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International Airport (EWR). The airspace complexity resulting from the close proximity of the major commercial airports serving the New York City region is a significant contributing factor to delays at JFK, LGA, and EWR. Against this challenging backdrop, N90 continues to face staffing shortfalls that are impacting ATC's ability to efficiently manage the volume of air traffic in this congested airspace despite best efforts to resolve staffing shortfalls.

The FAA has made significant changes to increase N90 staffing through a combination of incentive and training programs, as well as by relocating control of the EWR area from N90 to the Philadelphia Terminal Radar Approach Control (PHL) beginning in late July of this year to relieve N90 staffing pressures. The FAA has determined N90 will need to reach at least 70% of its targeted number of onboard Certified Professional Controllers (CPCs) before ATC can efficiently manage the full

capacity of the New York airspace that was in place prior to May 15, 2023. The operational impact of changes to address N90 staffing shortages will not be realized immediately but do chart a path to mitigating the impact in the next 18–24 months.

The targeted staffing number at N90 is 226 CPCs; the current CPC onboard number at N90 is 135 (59.7% staffed). CPCs at N90 presently are divided between five different areas: EWR, Long Island MacArthur Airport (ISP), JFK, LGA and the Liberty area. The N90 EWR area currently has 33 CPCs; 24 of the 33 EWR area CPCs will be transferred to PHL in July, the remaining 9 EWR CPCs will be reassigned to the other remaining areas in N90. Transferring control of the EWR area to PHL and adding 9 CPCs to the remaining N90 areas will result in an estimated staffing level of 68% of the targeted number of onboard CPCs at the areas remaining in N90 by the end of 2025. Control of EWR area will remain at PHL; however, of the 24 CPCs transferred to PHL, 18 are planned to return to N90 at the end of July 2026 and will be redistributed to the remaining N90 areas. The FAA estimates that the collective redistribution of 27 former EWR CPCs to the other areas of N90, along with the removal of EWR area servicing responsibilities, should result in N90 exceeding the 70% mark by the conclusion of 2026. At PHL, actions are currently underway to start CPC trainees to service the EWR area and replace the 18 EWR area CPCs that will return to N90 at the end of July 2026. Unlike N90, there is a robust pipeline of experienced controllers interested in transferring to PHL. This pipeline of personnel will allow the FAA to build up CPC staffing for the EWR area at PHL more quickly than has been experienced at N90. Regardless, the FAA will continue to invest in staffing at N90 to meet anticipated future needs.

With ever-growing demand for air travel in the New York City region, additional measures are necessary to ensure the FAA is able to provide expeditious services to aircraft operators and their passengers that traverse this airspace. Early discussions with carriers indicate an interest in increasing operations after October 27, 2024, through most of the Winter 2024/2025 scheduling season and for all of the Summer 2025 scheduling season. This being the case, the FAA expects increased delays and cancellations in the New York region to exceed those experienced over Summer 2022 and Winter 2022/2023¹ if a waiver similar to

¹ Refer to “Analysis” section for delay analysis.