

Reinstatement from the policy of statutory debarment is not automatic, and in all cases the debarred person must submit a request to the Department of State and be approved for reinstatement from statutory debarment before engaging in any activities subject to the ITAR.

The Department of State policy permits debarred persons to apply to the Director, Office of Defense Trade Controls Compliance, for reinstatement beginning one year after the date of the statutory debarment. In response to a request for reinstatement from statutory debarment, the Department may determine either to rescind only the statutory debarment pursuant to section 127.7(b) of the ITAR, or to both rescind the statutory debarment pursuant to section 127.7(b) of the ITAR and reinstate export privileges as described in section 127.11 of the ITAR. See 84 FR 7411 (March 4, 2019) for discussion of the Department's policy regarding actions to both rescind the statutory debarment and reinstate export privileges. The reinstatement of export privileges may be made only after the statutory requirements of section 38(g)(4) of the AECA have been satisfied.

Certain exceptions, known as transaction exceptions, may be made to this debarment determination on a case-by-case basis. However, such an exception may be granted only after a full review of all circumstances, paying particular attention to the following factors: whether an exception is warranted by overriding U.S. foreign policy or national security interests; whether an exception would further law enforcement concerns that are consistent with the foreign policy or national security interests of the United States; or whether other compelling circumstances exist that are consistent with the foreign policy or national security interests of the United States, and that do not conflict with law enforcement concerns. Even if exceptions are granted, the debarment continues until subsequent reinstatement from the statutory debarment.

Pursuant to section 38(g)(4) of the AECA and section 127.7(b) and (c)(1) of the ITAR, the following persons, having been convicted in a U.S. District Court, are denied export privileges, and are statutorily debarred as of the date of this notice (Name; Date of Judgment; Judicial District; Case No.; Month/Year of Birth):

Akem, Roger; a.k.a. Akembuom, Roger; May 22, 2023; District of Maryland; 1:20-cr-00150; July 1970.

Al Eyani, Fares Abdo; April 2, 2024; Northern District of California; 3:22-cr-00278; January 1983.

Bangarie, Tse Ernst; April 18, 2023; District of Maryland; 1:21-cr-00277; August 1975.

Chang, En-Wei Eric; March 26, 2024; District of Maryland; 1:03-cr-00090; November 1975.

Fonguh, Wilson Che; May 25, 2023; District of Maryland; 1:21-cr-00334; February 1982.

Mancho, Godlove; May 2, 2023; District of Maryland; 1:21-cr-00322; November 1978.

Nevidomy, Vladimir; June 5, 2018; Southern District of Florida; 1:17-cr-20407; April 1986.

Ngang, Edith; April 20, 2023; District of Maryland; 1:21-cr-00195; January 1966.

Ngomanji, Anye Collins; a.k.a. Niba, Anye Collins; June 6, 2023; District of Maryland; 1:21-cr-00292; May 1978.

Nji, Eric Fru; March 22, 2023; District of Maryland; 1:21-cr-00334; February 1981.

Panchernikov, Igor; a.k.a. Maru, Mike; Panchernikov, Igor Vladimir; Panchernikov, Igor Vladimirovich; Panchernikov, Igor; June 26, 2023; Central District of California; 2:21-cr-00259; July 1981.

Roggio, Ross; April 16, 2024; Middle District of Pennsylvania; 3:18-cr-00097; December 1968.

Sendino, Luis Guillermo; December 20, 2023; Northern District of California; 5:20-cr-00458; March 1972.

Sery, Dror; January 29, 2024; Southern District of California; 3:21-cr-02898; April 1952.

St. Michael, Tamufor Nchumuluh; June 16, 2023; District of Maryland; 1:20-cr-00015; September 1980.

Tita, Wilson Nuyila; April 5, 2023; District of Maryland; 1:21-cr-00334; October 1975.

At the end of the three-year period following the date of this notice, the above-named persons remain debarred unless a request for reinstatement from statutory debarment is approved by the Department of State.

Pursuant to section 120.16(c) of the ITAR, debarred persons are generally ineligible to participate in activities regulated under the ITAR. Also, under section 127.1(d) of the ITAR, any person who has knowledge that another person is ineligible pursuant to section 120.16(c) of the ITAR may not, without prior disclosure of the facts to and written authorization from the Directorate of Defense Trade Controls, participate, directly or indirectly, in any manner or capacity, in any ITAR-controlled transaction where such ineligible person may obtain benefit

therefrom or have a direct or indirect interest therein.

This notice is provided for purposes of making the public aware that the persons listed above are prohibited from participating directly or indirectly in activities regulated by the ITAR, including any brokering activities and any export from or temporary import into the United States of defense articles, technical data, or defense services in all situations covered by the ITAR. Specific case information may be obtained from the Office of the Clerk for the U.S. District Courts mentioned above and by citing the court case number where provided.

Jessica A. Lewis,

Assistant Secretary, Bureau of Political Military Affairs, Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

NextGen Advisory Committee; Charter Renewal

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of NextGen Advisory Committee (NAC) charter renewal.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the renewal of the NAC for two years. The Secretary of Transportation established the NAC under agency authority in accordance with the provisions of the Federal Advisory Committee Act, as amended. The Secretary determined the NAC is necessary and is in the public interest. The nature and purpose of the NAC is to seek resolution of issues and challenges involving concepts, requirements, operational capabilities, the associated use of technology, and related considerations to aeronautical operations that affect the future of the Air Traffic Management System and the integration of new technologies.

FOR FURTHER INFORMATION CONTACT: Any committee-related request should be sent to Kimberly Noonan, Manager, Stakeholder and Collaboration Division, at Kimberly.Noonan@faa.gov or 202-267-3760.

SUPPLEMENTARY INFORMATION: Pursuant to section 14 of the Federal Advisory Committee Act, FAA is giving notice of the renewal of the NAC charter. The primary goals of the NAC are to provide advice on agency-level issues facing the

aviation community in implementing the Next Generation Air Transportation System (NextGen) modernization efforts across the National Airspace System. NAC membership is structured to maintain a deliberately balanced distribution of the aviation community representation in order for FAA to align its investments. Complete information regarding the NAC is available on the FAA website at https://www.faa.gov/about/office_org/headquarters_offices/ang/nac/.

Issued in Washington, DC, this 20th day of June 2024.

Kimberly Noonan,

Manager, Stakeholder and Collaboration, Management Services Office, ANG-A, Office of the Assistant Administrator for NextGen, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0152]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated April 15, 2024, the National Railroad Passenger Corporation (Amtrak) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 240 (Qualification and Certification of Locomotive Engineers) and part 242 (Qualification and Certification of Conductors). The relevant Docket Number is FRA-2010-0152.¹

Specifically, Amtrak requests relief required to continue participation in FRA's C³RS Program. Amtrak seeks to continue shielding reporting employees from mandatory punitive sanctions that would otherwise arise as provided in §§ 240.117(e)(1)-(4); 240.305(a)(1)-(4) and (a)(6); 240.307; 242.403(b), (c), (e)(1)-(4), (e)(6)-(11), (f)(1)-(2); and 242.407. The C³RS Program encourages certified operating crew members to report close calls and protects the employees and the railroad from discipline or sanctions arising from the

incidents reported per the C³RS Implementing Memorandum of Understanding (IMOU). In support of its request, Amtrak states that "its employees are currently covered by three separate" MOUs (BLET and SMART-TD, ADTA and TCU, and Mechanical Crafts) that "cover all Amtrak owned or controlled property and the entire Northeast Corridor, provided the host railroad(s) is/are [C³RS] participants." Additionally, Amtrak states that it "remains confident that . . . the extension of these waivers are vital components of railroad safety and a symbol of [Amtrak's] continuing support of the [C³RS] program."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at www.regulations.gov. Follow the online instructions for submitting comments.

Communications received by August 26, 2024 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of the Department of Transportation's (DOT) dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2022-0067]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters received January 12, 2024, and May 22, 2024, Illinois Central Railroad Company, a subsidiary of Canadian National Railway Company (CN), petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The relevant Docket Number is FRA-2022-0067.

Specifically, CN seeks relief from the requirements of 49 CFR 232.305(b)(2), *Single car air brake tests*, to "permit the replacement of non-FRA condemnable wheelsets on rail cars as part of an in-train wheelset replacement program without the need to also perform the [single car air brake test (SCABT)]" as required. The existing wheelset replacement program which "identifies and replaces wheel-sets with minor defects, which are condemnable under [Association of American Railroads] standards," operates under a waiver in Docket Number FRA-2019-0003 for a facility in Fulton, Kentucky. CN states that the program has been "a resounding success." CN seeks to add a new location, Memphis, Tennessee, to its wheelset replacement program. The Memphis location would be "an alternative location to perform repairs and wheel-set replacements under an SCABT waiver[,] so as to avoid trains queuing at Fulton for work pursuant to" the waiver in Docket Number FRA-2019-0003 granted for the Fulton location.

In support of its request, CN states that "the repairs conducted and wheels changed out under the SCABT waiver have made a huge contribution to preventing and reducing the number of wheel, bearing, impact, and broken rail-caused derailments, as well as associated injuries." CN adds that the program "will improve safety by

¹ Formerly, Amtrak received relief in separate docket numbers: FRA-2010-0152 (part 240) and FRA-2012-0054 (part 242). Henceforth, FRA will process Amtrak's request for relief from both parts 240 and 242 for the Confidential Close Call Reporting System (C³RS) in Docket Number FRA-2010-0152.