

conditions related to design, construction, operations, environmental permitting, monitoring and mitigations, and financial responsibilities. If a license is issued, USCG, in coordination with other agencies as appropriate, would review and approve the deepwater port's engineering, design, and construction; operations and security procedures; waterways management and regulated navigation areas; maritime safety and security requirements; risk assessment; and compliance with domestic and international laws and regulations for vessels that may call on the port. The deepwater port would be designed, constructed, and operated in accordance with applicable codes and standards.

In addition, the installation of pipelines and other structures may require permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, which are administered by the USACE.

Permits from the EPA may also be required pursuant to the provisions of the Clean Air Act, as amended, and the Clean Water Act, as amended.

### Summary of the Application

The application proposes the ownership, construction, operation, and eventual decommissioning of the Grand Isle LNG Export Deepwater Port Development Project deepwater port ("DWP") to be located approximately 11.3 nautical miles (13 statute miles, or 20.9 kilometers) offshore Plaquemines Parish, Louisiana. The project would involve the installation of two nominal 2.1 MTPA liquefaction systems installed in the West Delta Outer Continental Shelf Lease Block 35 (WD-35), in approximately 68 to 72 feet of water. The proposed Grand Isle LNG Export Deepwater Port Development Project DWP would export liquefied natural gas (LNG) up to 4.2 million metric tons per annum (MMTPA).

The proposed Grand Isle LNG Export Deepwater Port Development Project DWP would consist of fixed and floating components. These components would include eight (8) platforms, two (2) floating storage units (FSUs), and three (3) interconnecting lateral pipelines for feed gas supply. The eight platforms would include two (2) gas treatment platforms; two (2) LNG liquefaction platforms; two (2) LNG loading platforms; one (1) accommodations platform; and one (1) thermal oxidizer platform. Each platform would be connected via a series of eight (8) linking bridges; the two FSUs would be connected using two (2) telescopic gangways.

The LNG would be loaded onto standard LNG carriers with nominal cargo capacities between 125,000 and 180,000 cubic meters (m3) (average expected size is 155,000 m3) for the export of LNG, including to Free Trade Agreement (FTA) and non-FTA nations.

The project would be completed in two phases. Phase 1 construction would include five (5) platforms (a gas treatment platform, an LNG liquefaction platform, an LNG loading platform, the accommodations platform, and the thermal oxidizer platform), one (1) FSU, and interconnect lateral pipelines. Phase 1 would produce 2.1 MMTPA of LNG. Phase 2 construction would be expected to begin one year after the beginning of Phase 1 construction. Phase 2 would include the remaining three (3) platforms (a gas treatment platform, an LNG liquefaction platform, and an LNG loading platform) and an additional FSU. Phase 2 would increase the production of the project to 4.2 MMTPA of LNG.

The feed gas supply to the project would be transported via three (3) new pipeline laterals. A new 24-inch-diameter lateral, 1.11 statute miles (1.79 kilometers) in length, would tie-in to the existing Kinetica Partners existing 24-inch (61-centimeter) pipeline. A new 20-inch lateral, 0.43 statute mile (0.69 kilometer) in length, would tie-in to the existing 20-inch (51-centimeter) Kinetica Partners pipeline. Finally, a new 20-inch-diameter lateral, 4.75 statute miles (7.64 kilometers) in length, would tie-in to the existing 18-inch (46-centimeter) High Point Gas Transmission pipeline.

The fabrication and assembly yards for the DWP's fixed components would be located in south Louisiana. One (1) purpose-built transport barge and three (3) project-specific tugs would also be built in south Louisiana. The two (2) FSUs proposed for the project would be repurposed LNG carriers. These would be converted to FSUs in a shipyard located in Europe or Asia.

The onshore components would consist of leasing an existing receiving area/warehouse with an onsite office. These components would be located at one of the existing fabrication yards in Louisiana.

For Phases 1 and 2, platform and pile fabrication and assembly would be contracted to various existing fabrication yards in south Louisiana with the capacity to build and load out up to a 10,000-short-ton deck. Most of the major equipment (*e.g.*, generators, cranes, gas compressors, and gas treating equipment) would be purchased, fabricated, and assembled at vendor suppliers and then shipped pre-

commissioned and ready to install on each of the platform topsides.

The living quarters and helideck that are part of the accommodations platform would be prefabricated and shipped separately. The selected contractor would install the prefabricated quarters onto the accommodations platform deck at the onshore fabrication yard. The piles and risers would be fabricated at a fabrication yard in the south Louisiana region. Subsea assemblies would be fabricated and tested at a fabrication yard.

The purpose-built transport barge and the three project-specific tugs would be built in a south Louisiana shipyard. The tugs and barge would be used during both installation phases of the DWP.

### Privacy Act

Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

(Authority: 33 U.S.C. 1501, *et seq.*; 49 CFR 1.93(h))

By Order of the Maritime Administrator.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

[FR Doc. 2023-13310 Filed 6-26-23; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2023-0079]

### Request for Information on Advanced Air Mobility; Extension of Comment Period

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for information; extension of comment period.

**SUMMARY:** On May 17, 2023, the Department of Transportation (DOT) published a request for information (RFI) seeking public input on the development of a national strategy on Advanced Air Mobility as required by the Advanced Air Mobility Coordination and Leadership Act. The comment period for the RFI was scheduled to end on July 17, 2023. DOT received several requests to extend the comment period. DOT is extending the comment period for the RFI by 30 days.

**DATES:** The comment period to the RFI published on May 17, 2023 at 88 FR

31593, is extended from July 17, 2023, to August 16, 2023.

**ADDRESSES:** You may submit responses and other comments identified by “RFI Response: Advanced Air Mobility” and Docket No. DOT-OST-2023-0079, by any of the following methods:

- *Federal Rulemaking Portal:* <https://www.regulations.gov>. Follow the instructions for submitting comments.

- *Email:* [AdvAirMobility\\_IWG@dot.gov](mailto:AdvAirMobility_IWG@dot.gov). Include “RFI Response: Advanced Air Mobility” and Docket No. DOT-OST-2023-0079 in the subject line of the email.

- *Mail/Hand Delivery/Courier:* Docket Operations Office, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m. Monday through Friday, except on Federal holidays. Include “RFI Response: Advanced Air Mobility” and Docket No. DOT-OST-2023-0079 on the cover page of the submission. Because paper mail in the Washington, DC, area is subject to delay, commenters are strongly encouraged to submit comments electronically.

**Instructions:** All submissions should include the docket number for this request for information. All comments received will be posted without change to <https://www.regulations.gov>. All comments, including attachments and other supporting material, will become part of the public record and subject to public disclosure. Comments generally will not be edited to remove any identifying or contact information. Any submissions received after the deadline may not be accepted or considered.

**Confidential Business Information (CBI):** CBI is commercial or financial information that is customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments in response to this RFI contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this RFI, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN” to indicate that it contains proprietary information. DOT will treat such marked submissions as confidential under FOIA and not place them in the public docket of this RFI. Submissions containing CBI should be sent to the name and physical or email address listed below.

**FOR FURTHER INFORMATION CONTACT:**  
Lauralyn Jean Remo Temporsa,

Associate Director, Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Room W86-310, Washington, DC 20590. [AdvAirMobility\\_IWG@dot.gov](mailto:AdvAirMobility_IWG@dot.gov), (202) 366-5903.

**SUPPLEMENTARY INFORMATION:** On May 17, 2023, DOT published a RFI in the **Federal Register** seeking public comment on critical issues of importance in drafting a national advanced air mobility (AAM) strategy. (88 FR 31593) The RFI stated that the comment period would close on July 17, 2023. DOT received several requests to extend the comment period. The requestors state that comments to the RFI are due within two weeks of the Federal Aviation Administration’s request for comments on the agency’s review of the Civil Aviation Noise Policy, that having two complicated and technical **Federal Register** notices due nearly at the same time, during the middle of summer vacation, creates an undue hardship on the public, and that a more robust response would require an additional 60 days. DOT is granting commenters’ request for an extension of the comment period to the RFI through August 16, 2023.

Issued in Washington, DC, on June 21, 2023.

**Carlos Monje,**

*Under Secretary for Policy, Department of Transportation.*

[FR Doc. 2023-13532 Filed 6-26-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket Number: DOT-OST-2023-0097]

### Rural and Tribal Assistance Pilot Program; Correction

**ACTION:** Notice of funding opportunity, correction.

**SUMMARY:** The Department of Transportation is correcting a notice published on June 15, 2023 issue of the **Federal Register** entitled “Notice of Funding Opportunity to Establish Cooperative Agreements with Technical Assistance Providers for the Fiscal Year 2022 Thriving Communities Program”. This notice corrects several web links and updates the close date of the application period.

### SUPPLEMENTARY INFORMATION:

#### Corrections

In the **Federal Register** notice of June 15, 2023, on page 39328, in the second

column of B. Federal Award Information, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39329, in the second column under RAISE Grant Program “*www.transportation.gov/RAISEgrants*” is corrected to read “*http://www.transportation.gov/RAISEgrants*”

In the **Federal Register** notice of June 15, 2023, on page 39329, in the third column of D. Application and Submission Information, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the first column, first paragraph

“*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the first column, third paragraph of 2. Content of Form of Application Information, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the third column, first paragraph, lines 10–11 of 4. Submission Dates and Timelines, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the third column, first paragraph, line 13 of 4. Submission Dates and Timelines, “July 31, 2023” is corrected to read “September 28, 2023.”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the third column, first paragraph, lines 19–20 of 4. Submission Dates and Timelines, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39330, in the third column, first paragraph, lines 29–30 of 4. Submission Dates and Timelines, “*Transportation.gov/BuildAmerica/RuralandTribalGrants*” is corrected to read “*https://www.transportation.gov/buildamerica/RuralandTribalGrants*”

In the **Federal Register** notice of June 15, 2023, on page 39331, in the second column, third paragraph of 8. Consideration of Application,