

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within 45 days of the date of publication of this notice in the **Federal Register** or within such longer period up to 90 days (i) as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

- (A) by order approve or disapprove such proposed rule change, or
- (B) institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules-regulations/self-regulatory-organization-rulemaking>); or
- Send an email to rule-comments@sec.gov. Please include File Number SR-ICC-2025-002 on the subject line.

Paper Comments

- Send paper comments in triplicate to Vanessa Countryman, Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549. All submissions should refer to File Number SR-ICC-2025-002. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules-regulations/self-regulatory-organization-rulemaking>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10

a.m. and 3 p.m. Copies of such filings will also be available for inspection and copying at the principal office of ICE Clear Credit and on ICE Clear Credit's website at <https://www.theice.com/clear-credit/regulation>.

Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-ICC-2025-002 and should be submitted on or before March 26, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹⁷

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2025-03514 Filed 3-4-25; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF STATE

[Public Notice: 12679]

Foreign Terrorist Organization Designation of Ansarallah

Based upon a review of the Administrative Record assembled in this matter, and in consultation with the Attorney General and the Secretary of the Treasury, I have concluded that there is a sufficient factual basis to find that the relevant circumstances described in section 219 of the Immigration and Nationality Act, as amended (hereinafter "INA") (8 U.S.C. § 1189), exist with respect to Ansarallah (also known as Ansar Allah, Ansarullah, Partisans of God, Supporters of God, and Houthi group).

Therefore, I hereby designate the aforementioned organization and its respective aliases as a Foreign Terrorist Organization pursuant to section 219 of the INA.

This determination shall be published in the **Federal Register**. The designation goes into effect upon publication.

Dated: February 19, 2025.

Marco Rubio,

Secretary of State.

[FR Doc. 2025-03629 Filed 3-4-25; 8:45 am]

BILLING CODE 4710-AD-P

¹⁷ 17 CFR 200.30-3(a)(12).

SURFACE TRANSPORTATION BOARD

[Docket No. EP 290 (Sub-No. 4)]

Railroad Cost Recovery Procedures—Productivity Adjustment

AGENCY: Surface Transportation Board.

ACTION: Presentation of the Board's calculation for the change in railroad productivity for the 2019–2023 averaging period.

SUMMARY: In a decision served on February 28, 2025, the Board proposed to adopt 1.014 (1.4% per year) as the measure of average (geometric mean) change in railroad productivity for the 2019–2023 (five-year) period. The Board's February 28, 2025 decision stated that comments may be filed addressing any perceived data and computational errors in the Board's calculation. The decision also stated that, unless a further order is issued postponing the effective date, the decision will take effect on March 20, 2025.

DATES: Comments are due by March 17, 2025.

ADDRESSES: Comments may be filed via e-filing on the Board's website at www.stb.gov. Comments must be served on all parties appearing on the service list.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez at (202) 245-0333. If you require accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision, which is available at www.stb.gov under Docket No. EP 290 (Sub-No. 4).

Decided: February 28, 2025.

By the Board, Board Members Fuchs, Hedlund, Primus, and Schultz.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2025-03568 Filed 3-4-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2021-0067]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: FAA Runway Slot Administration and Schedule

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. This information collection was previously published in the **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 18, 2024. Two comments were received. The purpose of this notice is to allow an additional 30 days for public comments. The FAA collects information from U.S. and foreign air carriers holding a slot at Ronald Reagan Washington National Airport (DCA), John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), O'Hare International Airport (ORD), and San Francisco International Airport (SFO). The information collected is necessary to support the advance management of air traffic demand by the FAA Slot Administration in an effort to reduce potential delays.

DATES: Written comments should be submitted by April 4, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Manager, Slot Administration and Capacity Analysis, AJR-G, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2822; email Al.Meilus@faa.gov.

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.

OMB Control Number: 2120-0524.

Title: FAA Runway Slot Administration and Schedule Analysis

(previously "High Density Traffic Airports; Slot Allocation and Transfer Methods").

Form Numbers: There are no FAA forms associated with this collection.

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 September 18, 2024 (89 FR 76620).

FAA has implemented several initiatives to address air traffic congestion and delay at certain airports within the National Airspace System (NAS). DCA slot rules are established under 14 CFR part 93, subparts K and S. FAA has issued Orders limiting operations at JFK and LGA.¹ These Orders resulted from increasing congestion and delays at the airports requiring FAA to allocate arrival and departure slots at JFK and LGA. In addition, FAA has designated EWR, ORD, SFO, and LAX as Level 2 schedule-facilitated airports under the IATA Worldwide Slot Guidelines (WSG) now known as the Worldwide Airport Slot Guidelines (WASG).² At Level 2 airports, FAA seeks the cooperation of all carriers planning operations, on a voluntary basis, to maintain close communications on runway schedules and facilitate adjustments, as needed. At DCA, U.S. and foreign air carriers, including commuter operators, must notify FAA of: (1) Written consent and requests for confirmation of slot transfers; (2) slots required to be returned and slots voluntarily returned; (3) requests to be included in a lottery for the permanent allocation of available slots; (4) reports on usage of slots on a bi-monthly basis; and (5) requests for slots in low-demand hours or other temporary allocations. Operators must

¹ Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008), as most recently amended 89 FR 41486 (May 13, 2024); Operating Limitations at New York LaGuardia Airport, 71 FR 77854 (Dec. 27, 2006), as most recently amended 89 FR 41484 (May 13, 2024).

² Notice of Submission Deadline for Schedule Information for O'Hare International, John F. Kennedy International, and Newark Liberty International Airports for the Summer 2009 Scheduling Season, 73 FR 54659 (Sept. 22, 2008); Notice of Submission Deadline for Schedule Information for San Francisco International Airport for the Summer 2012 Scheduling Season, 76 FR 64163 (Oct. 17, 2011); Notice of Submission Deadline for Schedule Information for Los Angeles International Airport for the Summer 2015 Scheduling Season 80 FR 12253 (Mar. 6, 2015); Notice of Change of Newark Liberty International Airport Designation, 81 FR 19861 (Apr. 6, 2016). The FAA most recently reaffirmed the Level 2 designations by 86 FR 24428 (May 6, 2021). These designations remain effective until the FAA announces a change in the **Federal Register**.

obtain a reservation from FAA prior to conducting an unscheduled operation. At LGA, U.S. and foreign air carriers must notify FAA of: (1) Written consent and requests for confirmation of slot transfers; (2) slots required to be returned and slots voluntarily returned; (3) requests to be included in a lottery for the permanent allocation of available slots; and (4) reports usage of slots on a bi-monthly basis. Carriers must also request and obtain a reservation from the FAA prior to conducting an unscheduled operation. At JFK, U.S. and foreign air carriers must notify FAA of: (1) Written consent and requests for confirmation of slot transfers; (2) requests for seasonal allocation of historic and additional available slots; (3) reports on usage of slots on a seasonal basis; (4) the return of slots; and (5) changes to allocated slots. At EWR, LAX, ORD, and SFO, all carriers are asked to notify FAA of their intended operating schedules during designated hours on a semiannual basis (for each winter and summer scheduling season) based on the IATA WASG Calendar of Coordination Activities and provide updates throughout the year when there are significant schedule changes.

FAA estimates that all information from carriers is submitted electronically from data stored in carrier scheduling databases. Requests for unscheduled flight reservations are submitted electronically via the internet.

Summary of Comments: FAA Received two comments during the 60-day comment period, from Exhaustless, Inc. (Exhaustless) and Airports Council International—North America (ACI-NA).

Exhaustless objects to this information collection and questions FAA's legal authority to manage slots and schedules at constrained airports in the United States, and referenced its opposition to a prior information collection filed on September 20, 2021 (OMB ICR Reference No. 202108-2120-002).

Exhaustless' objections are outside the scope of this Paperwork Reduction Act proceeding. The purpose of this proceeding is to update the Agency's estimates of the information collection burden associated with established FAA rules, regulations, orders, policy and processes associated with FAA's administration of runway slots and schedule review at affected airports in the United States. However, FAA nevertheless reiterates that FAA Administrator is required to "develop plans and policy for the use of the navigable airspace and assign by regulation or order the use of the

airspace necessary to ensure the safety of aircraft and the efficient use of airspace,” and to issue regulations for “using the navigable airspace efficiently.” 49 U.S.C. 40103(b). FAA’s administration of the runway slot program, including the establishment of runway schedule limits and facilitation of schedules at Level 2 airports, is adopted under the Administrator’s mandate to efficiently manage the NAS.

ACI-NA stated that FAA is establishing limits to schedule airport traffic at Level 2 and Level 3 airports without collecting information from airport operators at these airports. ACI-NA recommended that FAA annually collect a runway capacity analysis from each Level 2 or Level 3 airport, to use as basis for the runway capacity declaration and be incorporated into the determination of the coordination parameters used to allocate operating timings at Level 2 and Level 3 airports. In addition, ACI-NA stated that FAA should collect information from alternative sources to verify that air carriers met the 80% usage requirement for approved schedules at Level 2 airports and slots at Level 3 airports, rather than relying on air carriers’ self-reporting their slot own utilization to determine priority level at Level 2 airports and historic precedence at Level 3 airports.

FAA continuously monitors airport runway capacity and air carriers’ slot usage using several independent sources via FAA’s air traffic monitoring and management systems. One example is the Aviation System Performance Metrics (ASPM), which provides data for a variety of airport analyses, flights and cancellations, Terminal and System airport efficiency measures. ASPM contains information compiled from the following sources:

- *Traffic Flow Management System (TFMS)*: TFMS is a data exchange system supporting the management and monitoring of national air traffic flow, that includes information on runway capacity at Level 2 and Level 3 airports. TFMS processes all available data sources such as flight plan messages, flight plan amendment messages, and departure and arrival messages. FAA’s NAS Data Warehouse assembles TFMS flight messages into one record per flight. TFMS is restricted to the subset of flights that fly under Instrument Flight Rules (IFR) and are captured by FAA’s enroute computers. Most visual flight rules (VFR) and some non-enroute IFR traffic is excluded.

- *Out, Off, On, and In (OOOI) Data*: OOOI includes the times of the actual aircraft movements of Gate Out, Wheels Off, Wheels On, and Gate In. ASPM is

updated daily with OOOI data provided by Aeronautical Radio, Inc. (ARINC). ARINC is a major provider of transport communications and systems engineering solutions for eight industries, among which include aviation, airports, and transportation and TFMS.

- *CountOps*: CountOps is an FAA automated system that uses data from National Offload Program (NOP), Standard Terminal Automation Replacement System (STARS), and Common Automated Radar Terminal System (ARTS) to provide hourly counts of air traffic activity at more than 2,000 FAA Terminal Radar Approach Control Facilities (TRACONS), air traffic controller towers, and airports. Since October 1, 2012, ASPM records are updated daily with Threshold Crossing Times for departures and arrivals from CountOps. The Threshold Crossing Time is typically within seconds of the Wheels Off and Wheels On times and is now being used to populate those fields when no ARINC, TFMS, or ASQP data are available.

- *Airline Service Quality Performance (ASQP)*: ASQP provides information about airline on-time performance, flight delays, and cancellations. It is based on data filed by airlines each month with the Department of Transportation’s Bureau of Transportation Statistics (Office of Airline Information), as described in 14 CFR part 234 of DOT’s regulations.

- *Flight Schedule Data System (FSDS)*: FSDS contains flight schedule data by air carriers and airports from Innovata.

As such, FAA does not believe additional information collection from airport operators, such as an annual capacity analysis, is necessary, because FAA currently has access to such data from a variety of alternate sources in alignment with ACI-NA’s recommendation.

Finally, ACI-NA recommended that FAA make available certain information in accordance with the Worldwide Airport Slot Guidelines best practices, curtail the grant of slot usage waivers without consultation with related airports and a thorough evaluation of their impact on airport operations, and procure modern IT tools to support the collection of information and subsequent dissemination to airport operators.

FAA acknowledges these suggestions, but notes that they are beyond the scope of this Paperwork Reduction Act proceeding as outlined above.

Respondents: 127 unique carriers; unknown number of operators

conducting unscheduled operations at LGA and DCA.

Frequency: Information is collected as needed; some reporting on bimonthly or semiannual basis.

Estimated Average Burden per Response: 6 minutes per slot transaction per respondent (*i.e.*, transferor and transferee); 6 minutes per slot return; 6 minutes per schedule update; 6 minutes per request for inclusion in a lottery; 2 minutes per unscheduled slot request; 1.5 hours per schedule submission; and 1 hour per slot usage report.

Estimated Total Annual Burden: 5,616.7 hours.

Issued in Washington, DC.

Gianfranco Burdthimo II,

Acting Director, Performance Analysis, FAA ATO System Operations Services.

[FR Doc. 2025-03589 Filed 3-3-25; 11:15 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Agency Collection Activities; Comment Request for Treasury Decision (TD) 9207

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. The IRS is soliciting comments concerning final regulations in TD 9207 relating assumption of partner liabilities.

DATES: Written comments should be received on or before May 5, 2025 to be assured of consideration.

ADDRESSES: Direct all written comments to Andres Garcia, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224 or by email to pra.comments@irs.gov. Include OMB Control No. 1545-1843 in the subject line of the message.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Marcus McCrary (470-769-2001), at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or through the internet at marcus.w.mccrary@irs.gov.