publicly available guidance and frequently asked questions as appropriate. The Department also appreciates the suggestion to provide additional performance information, such as processing times and common deficiencies. The Department will continue to review when information can be made available in a manner that improves transparency and assists applicants while protecting sensitive information and accounting for operational and national security considerations.

Finally, the Department appreciates the recommendation to consider whether information contained in existing DDTC registrations or prior submissions can be reused or incorporated into subsequent submissions. The Department recognizes that, where appropriate, pre-population or reuse of information could reduce duplicative reporting and administrative burden. The Department will continue to evaluate opportunities to leverage information already available to the Department, consistent with applicable legal, regulatory, information security, data integrity, and recordkeeping requirements.

Michael J. Vaccaro,

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

[FR Doc. 2026–17748 Filed 8–28–26; 8:45 am]

BILLING CODE 4710–25–P

DEPARTMENT OF STATE

[Public Notice: 13115]

Revocation of the Designation of Al-Nusrah Front, Also Known as Hay'at Tahrir al-Sham, as a Specially Designated Global Terrorist

I hereby revoke the designation of the following person as a Specially Designated Global Terrorist, pursuant to Executive Order 13224, as amended: Al-Nusrah Front, also known as Hay'at Tahrir al-Sham, and its respective aliases.

This determination shall be published in the **Federal Register**.

Dated: August 24, 2026.

Marco Rubio,

Secretary of State, Office of the Secretary, U.S. Department of State.

[FR Doc. 2026–17747 Filed 8–28–26; 8:45 am]

BILLING CODE 4710–AD–P

DEPARTMENT OF STATE

[Public Notice: 13113]

Notice of Determinations; Culturally Significant Objects Being Imported for Exhibition—Determinations: "A Light in the Dark: Joseph Wright of Derby" Exhibition

SUMMARY: Notice is hereby given of the following determinations: I hereby determine that certain objects being imported from abroad pursuant to agreements with their foreign owners or custodians for temporary display in the exhibition ''A Light in the Dark: Joseph Wright of Derby'' at the J. Paul Getty Museum at the Getty Center, Los Angeles, California, and at possible additional exhibitions or venues yet to be determined, are of cultural significance, and, further, that their temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: *section2459@state.gov*). The mailing address is U.S. Department of State, L/PD, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.;* 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Sherry C. Keneson-Hall,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2026–17658 Filed 8–28–26; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Request To Release Airport Property

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent To Rule on Request To Release Airport Property for Land Disposal at the Liberal Mid-America Regional Airport (LBL), Liberal, Kansas.

SUMMARY: The FAA proposes to rule and invites public comment on the release and sale of eleven parcels of land at the Liberal Mid-America Regional Airport (LBL), Liberal, Kansas, under the provisions of 49 U.S.C. 47107(h)(2).

DATES: Comments must be received on or before September 30, 2026.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G, 1100 Main Street, Suite 800, Kansas City, MO 64105.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Chance Plett, Director of Aviation, Liberal Mid-America Regional Airport, 700 Terminal Road, Liberal, KS 67901, (620) 626–0188.

FOR FURTHER INFORMATION CONTACT: Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE–620G 1100 Main Street, Suite 800, Kansas City, MO 64105, (816) 329–2603, *amy.walter@faa.gov*.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release and sell eleven tracts of land in the airport industrial park totaling approximately 24 acres of airport property at the Liberal Mid-America Regional Airport (LBL) under the provisions of 49 U.S.C. 47107(h)(2). The Director of Aviation has requested from the FAA the release of eleven tracts of airport property be released for sale for commercial use. The FAA determined the request to release and sell property at Liberal Mid-America Regional Airport (LBL) meets the procedural requirements of the Federal Aviation Administration and the release and sale of the property 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 following is a brief overview of the request: Liberal Mid-America Regional Airport (LBL) is proposing the release and sale of eleven tracts of land in the airport industrial park totaling approximately 24 acres of airport property. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the release of land and surface rights at the Liberal Mid-America Regional Airport (LBL) from the conditions of the AIP Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value and the property will continue to be used for commercial businesses by the existing tenants on these tracts.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, request an appointment and inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Liberal Mid-America Regional Airport.

Issued in Kansas City, MO on August 26, 2026.

Rodney N. Joel,

Director, FAA Central Region, Airports Division.

[FR Doc. 2026–17654 Filed 8–28–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2026–9043; Summary Notice No. 2026–23]

Petition for Exemption and Other Relief

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

ACTION: Notice of petition for exemption and solicitation of comments on grant of petition with conditions.

SUMMARY: On July 23, 2026, JetBlue Airways Corporation (JetBlue) and Spirit Airlines, LLC (Spirit) (together, the carriers) petitioned the Department of Transportation (the Department) and Federal Aviation Administration (FAA) for an exemption from the prohibition on selling or purchasing Operating Authorizations (slots) at New York LaGuardia Airport (LGA). The carriers requested the exemption to allow them to consummate a transaction in which Spirit would sell 22 slots to JetBlue.

DATES: Comments on this petition must identify the petition docket number and must be received on or before September 21, 2026.

ADDRESSES: Send comments identified by docket number FAA–2026–9043 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Docket: Background documents or comments received may be read at *http://www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: *Nondie.R.Hemphill@faa.gov,* Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

SUPPLEMENTARY INFORMATION:

Introduction

FAA limits the number of scheduled and unscheduled operations during peak hours at LGA pursuant to an Order that was originally published in December 2006 and extended several times since (the Order).[1] The Order allocates Operating Authorizations (slots) to carriers and establishes rules for the use and operation of slots. The Order allows temporary leases and trades of slots between carriers for consideration, provided the transfer does not extend beyond the duration of the Order. The Order prohibits the sale or purchase of slots.[2] The only way for a carrier to sell or purchase a slot at LGA is through an exemption from the Order. Any slot FAA approves for transfer remains subject to FAA's authority, superior interest, and absolute control, and the Order and any extension(s) thereof, including FAA's ability to withdraw the slots for non-usage or when it is in the public interest.

FAA tentatively concludes that granting relief to the carriers from the prohibition on selling and purchasing slots in the Order, subject to certain conditions and limitations, is in the public interest.

Standard of Review; Legal Authority

The FAA Administrator may grant an exemption from a rule or order, issued pursuant to 49 U.S.C. 40103(b), whenever ''the Administrator decides the exemption is in the public interest.'' 49 U.S.C. 40109(b). The Order was issued pursuant to FAA's authority to ''develop plans 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.'' 49 U.S.C. 40103(b)(1). The Administrator is also authorized to ''modify or revoke an assignment [of the use of airspace] when required in the public interest.'' 49 U.S.C. 40103(b)(1). In considering what is in the public interest in this instance, FAA is guided by the policy goals prescribed for the Administrator for safety regulations in 49 U.S.C. 40101(d).[3] However, this is not an exhaustive list as Congress did not preclude the FAA Administrator from considering the ''public interest'' to include factors beyond ''safety,'' ''national defense,'' and ''security.'' As such, FAA is also guided by the policy goals prescribed for the Secretary in 49 U.S.C. 40101(a)(4), (6), (10–13) and the pro-competition policies followed by Congress in adopting legislation on matters such as slot exemptions and airport grant programs.[4] These goals have been public policy since at least the time of adoption of the Airline Deregulation Act of 1978[5] and they include (among others) maximizing reliance on competitive market forces; avoiding unreasonable industry concentration and excessive market domination; and encouraging entry into

[1] *Operating Limitations at New York LaGuardia Airport,* 71 FR 77854 (Dec. 27, 2006) as amended via 72 FR 63224 (Nov. 8, 2007) and 72 FR 48,428 (Aug. 19, 2008). FAA extended the expiration date of the amended Order on October 7, 2009, April 4, 2011, May 14, 2013, March 27, 2014, May 25, 2016, September 18, 2018, September 18, 2020, October 28, 2022, May 13, 2024, and June 23, 2026. 74 FR 51653; 76 FR 18616, amended by 77 FR 30585 (May 23, 2012); 78 FR 28278; 79 FR 17222; 81 FR 33126; 83 FR 47065; 85 FR 58255; 87 FR 65159; 89 FR 41484; and 91 FR 37771.

[2] ''The FAA is not allowing carriers to buy and sell Operating Authorizations during the term of this Order.'' 71 FR 77854 (Dec. 27, 2006).

[3] For a detailed history on the standard of review, the definition of public interest and the ability to impose conditions on a grant of relief, see *Notice of a petition for waiver and solicitation of comments on grant of petition with conditions,* 76 FR 45313 (July 28, 2011).

[4] *See, e.g., Delta Air Lines* v. *CAB,* 674 F2d 1 (D.C. Cir. 1982).

[5] Public Law 95–504 (92 Stat. 1705).