

the Draft Provisions as well as the accompanying Explanatory Remarks. Participants in the public meeting should read the Secretariat's notes in advance of the meeting and should be prepared to discuss the issues presented within the notes. Those who cannot attend but wish to comment are welcome to do so by email to Michael Coffee at coffeems@state.gov.

Time and Place: The meeting will take place on April 2, 2019, from 9:30 a.m. until 12 p.m. EDT in Room 356, South Building, State Department Annex 4A, Washington, DC 20037. Participants should plan to arrive at the Navy Hill gate on the west side of 23rd Street NW, at the intersection of 23rd Street NW and D Street NW by 9:00 a.m. for visitor screening. If you are unable to attend the public meeting and would like to participate from a remote location, teleconferencing will be available.

Public Participation: This meeting is open to the public, subject to the capacity of the meeting room. Access to the building is strictly controlled. For pre-clearance purposes, those planning to attend should email pil@state.gov providing full name, date of birth, citizenship, driver's license or passport number, and email address. This information will greatly facilitate entry into the building. It is critical that participants provide such notification to the Department in advance of the meeting as the meeting room and building might change should extra space be needed to accommodate in-person participation. A member of the public needing reasonable accommodation should email pil@state.gov not later than March 25, 2019. Requests made after that date will be considered, but might not be able to be fulfilled. If you would like to participate by telephone, please email pil@state.gov to obtain the call-in number and other information.

Data from the public is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities.

The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Security Records System of Records Notice (State-36) at https://foia.state.gov/_docs/

SORN/State-36.pdf for additional information.

Michael S. Coffee,

Attorney-Adviser, Office of Private International Law, Office of the Legal Adviser, U.S. Department of State.

[FR Doc. 2019-04718 Filed 3-13-19; 8:45 am]

BILLING CODE 4710-08-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 33043 (Sub-No. 1)]

CSX Transportation, Inc.—Trackage Rights Exemption—Paducah & Louisville Railway, Inc.

CSX Transportation, Inc. (CSXT), a Class I rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to extend the term of its overhead trackage rights over a 24.0-mile line of the Paducah & Louisville Railway, Inc. (PAL) (the Line). The trackage rights are between just west of Madisonville, Ky., PAL milepost 146, and just east of Central City, Ky., PAL milepost 122, in Hopkins and Muhlenberg Counties, Ky.

CSXT states that the parties entered into an agreement as of August 19, 1996 (Agreement), in which PAL granted CSXT overhead trackage rights over the Line for a limited term. See *CSX Transp., Inc.—Trackage Rights Exemption—Paducah & Louisville Ry.*, FD 33043 (STB served Sept. 6, 1996). CSXT and PAL have entered Amendment No. 1, dated February 15, 2019, to amend Section 6 of the Agreement to extend the term of the trackage rights over the Line “until terminated by mutual consent of the parties.”¹ CSXT states that no other terms of the Agreement have been changed and that the extension of the term of the trackage rights over the Line will be pursuant to Amendment No. 1 and is not sought as a responsive application in a rail consolidation.

The transaction may be consummated on or after March 28, 2019, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the extension of the term of trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

If the verified notice contains false or misleading information, the exemption

¹ A copy of the executed Amendment No. 1 was filed with the notice as Exhibit A.

is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than March 21, 2019 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 33043 (Sub-No. 1), must be filed with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Board decisions and notices are available at www.stb.gov.

Decided: March 11, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2019-04728 Filed 3-13-19; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2019-0159]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: B4UFLY Smartphone App

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. The collection involves the B4UFLY smartphone app that provides situational awareness of flight restrictions—including locations of airports, restricted airspace, special use airspace, and temporary flight restrictions—based on a user's current or planned flight location. In order to maintain NAS safety in proximity to airports, authorization is now required from recreational Unmanned Aircraft System (UAS) pilots to operate in controlled airspace. The data collected will assist the FAA with determining the best processes to authorize recreational UAS pilots and inform air

traffic control personnel of a UAS pilot's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic.

DATES: Written comments should be submitted by May 13, 2019.

ADDRESSES: Please send written comments:

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

By mail: Jessica A. Orquina, 470 L'Enfant Plaza SW, Suite 7225, Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT:

Bonnie Reichert by email at: bonnie.reichert@faa.gov; phone: 405–875–6301.

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: 2120–0764.

Title: B4UFLY Smartphone App.

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

Type of Review: Renewal of an information collection.

Background: Public Law 112–95, Section 336 which requires model aircraft operators to notify the airport operator and air traffic control tower (if one is located at the airport) prior to operating within 5 miles of an airport. The FAA's B4UFLY smartphone app provides situational awareness of flight restrictions— including locations of airports, restricted airspace, special use airspaces, and temporary flight restrictions—based on a user's current or planned flight location. In order to maintain NAS safety in proximity to airports, air traffic control personnel would need certain basic information about a UAS operator's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic. The data collected will assist the FAA with determining the best processes to authorize recreational UAS pilots and inform air traffic control personnel of a UAS pilot's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic.

Respondents: Approximately 640,060 users.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: Approximately 2 minutes.

Estimated Total Annual Burden: Approximately 100 minutes for light usage per user. Approximately 5 hours per user for heavier usage.

Issued in Oklahoma City, OK, on March 6, 2019.

Bonnie Reichert,

*Project Manager, UAS Program Office
Division, Office of Information and
Technology, Enterprise Program Management
Services, AEM–210.*

[FR Doc. 2019–04696 Filed 3–13–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA's CORSIA Monitoring, Reporting & Verification Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of FAA's CORSIA Monitoring, Reporting, and Verification Program. This voluntary program will fulfill the responsibilities of the United States under the Chicago Convention to implement the ICAO Standards and Recommended Practices for the monitoring, reporting, and verification of CO₂ emissions from international flights pursuant to Annex 16, Volume IV—Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), of the Chicago Convention.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this program, contact Daniel Williams, Office of Environment and Energy, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–7988; email 9-AWA-CORSIA@faa.gov.

SUPPLEMENTARY INFORMATION: The CORSIA Monitoring, Reporting, and Verification (MRV) Program is a voluntary program for U.S. air carriers, commercial, and general aviation (e.g., those who operate under 14 CFR parts 91, 121, and 135) operators (collectively referred hereinafter as “operators”) to submit certain airplane CO₂ emissions data to the FAA to enable the United States to establish uniformity with the CORSIA Standards and Recommended Practices (SARPs). In June 2018, the International Civil Aviation Organization (ICAO) adopted SARPs to implement CORSIA in the form of Annex 16, Volume IV to the Convention on International Civil Aviation. The

United States supported the decision to adopt the CORSIA SARPs based on the understanding that CORSIA is the exclusive market-based measure applying to international aviation, and that CORSIA will ensure fair and reciprocal commercial competition by avoiding a patchwork of country- or regionally-based regulatory measures that are inconsistently applied, bureaucratically costly, and economically damaging. Furthermore, continued U.S. support for CORSIA assumes a high level of participation by other countries, particularly by countries with significant aviation activity, as well as a final CORSIA package that is acceptable to, and implementable by, the United States.

Under CORSIA, all ICAO Member States whose airplane operators undertake international flights will need to develop a MRV system for CO₂ emissions from those international flights starting January 1, 2019. The requirement to monitor, report, and verify CO₂ emissions is independent from offsetting, and the data reported by the States will be used for the calculation of the CORSIA's baselines.

The FAA's CORSIA MRV Program is intended to be the United States' MRV system for monitoring, reporting, and verification of U.S. airplane operator CO₂ emissions from international flights. The offsetting of emissions under CORSIA, which may require rulemaking or other action, will be addressed at a future time.

An electronic version of the statement describing the CORSIA MRV Program is available on the FAA Office of Environment and Energy website at: https://www.faa.gov/about/office_org/headquarters_offices/apl/research/environmental_policy/.

Issued in Washington, DC, on March 7, 2019.

Kevin Welsh,

Executive Director, Office of Environment and Energy.

[FR Doc. 2019–04739 Filed 3–13–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900–0138]

Agency Information Collection Activity: Request for Details of Expenses

AGENCY: Veterans Benefits Administration, Department of Veterans Affairs.

ACTION: Notice.