

*Comments:* USTR is waiving the March 26, 2020, submission deadline and encourages interested persons to file comments and supporting documentation via [www.regulations.gov](http://www.regulations.gov), using docket number USTR–2020–0010. The instructions for submission are in section II of the notice published on March 10, 2020 (85 FR 13973). For alternatives to online submissions, please contact Trey Forsyth in advance of the submission deadline at (202) 395–8583.

**FOR FURTHER INFORMATION CONTACT:** Trey Forsyth at (202) 395–8583.

**Joseph Barloon,**

*General Counsel, Office of the U.S. Trade Representative.*

[FR Doc. 2020–06049 Filed 3–30–20; 8:45 am]

**BILLING CODE 3290–F0–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2020–0302]

#### Agency Information Collection

**Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Certification and Operations: Airplanes With Seating Capacity of 20 or More Passenger Seats or Maximum Payload of 6,000 Pounds or More—FAR 125**

**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 collection involves the certification and operation of aircraft with seating capacity of 20 or more passengers, or maximum payload of 6,000 pounds or more, and includes the operator application requirements, maintenance requirements, and various operational requirements.

**DATES:** Written comments should be submitted by June 1, 2020.

**ADDRESSES:** Please send written comments:

By Electronic Docket:

[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field)

By mail: Dwayne C. Morris, 800

Independence Ave. SW, Washington, DC 20591

By fax: (202) 267–1078

#### FOR FURTHER INFORMATION CONTACT:

Ronald A. Forsyth by email at: [ronald.a.forsyth@faa.gov](mailto:ronald.a.forsyth@faa.gov); phone: (717) 712–1000.

#### 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:* 2120–0085

*Title:* Certification and Operations: Airplanes with Seating Capacity of 20 or More Passenger Seats or Maximum Payload of 6,000 Pounds or More—FAR 125

*Form Numbers:* None.

*Type of Review:* Renewal.

*Background:* The reporting and recordkeeping requirements under this collection are necessary for the FAA to issue, reissue, and amend part 125 applicants' operating certificates and operation specifications. A letter of application and related documents which set forth an applicant's ability to conduct operations in compliance with the provisions of 14 CFR part 125 are submitted to the appropriate Flight Standards District Office (FSDO). Inspectors in FAA FSDOs review the submitted information to determine certificate eligibility. If the letter of application, related documents, and inspection show that the applicant satisfactorily meets acceptable safety standards, an operating certificate and operations specifications will be issued. If the information were not collected, the FAA could not discharge its responsibility to promote the safety of large airplane operators during such operations.

*Respondents:* 85 certificated part 125 operators (75 existing operators and 10 new applicants per year).

*Frequency:* On occasion.

*Estimated Average Burden per Response:* 13 minutes.

*Estimated Total Annual Burden:* 50,378 hours total; 593 hours per respondent.

Issued in Washington, DC, on March 25, 2020.

**Dwayne C. Morris,**

*Project Manager, Flight Standards Service, General Aviation and Commercial Division.*

[FR Doc. 2020–06591 Filed 3–30–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Finding of No Significant Impact/Record of Decision and Adoption of the United States Marine Corps Environmental Assessment for the Establishment of the Walker Military Operations Area

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

**ACTION:** Notice of Availability of the Finding of No Significant Impact (FONSI)/Record of Decision (ROD).

**SUMMARY:** The FAA announces its decision to adopt the United States Marine Corps (USMC) Environmental Assessment (EA), entitled *Marine Corps Mountain Warfare Training Center [MCMWTC] Bridgeport Walker Military Operations Area [MOA] Airspace Establishment*, for the establishment of two MOAs in Bridgeport, California. This notice announces that, based on its independent review and evaluation of the EA and supporting documents, the FAA is adopting the EA and issuing a FONSI/ROD for the establishment of the Walker MOAs.

**FOR FURTHER INFORMATION CONTACT:** Paula Miller, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–7378.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Proposed Action is to establish Special Use Airspace (SUA) consisting of two MOAs—the Walker Low MOA and Walker High MOA—in airspace located above and adjacent to MCMWTC. The proposal for the MOAs is to designate airspace, outside of Class A airspace (*i.e.*, below 18,000 feet above mean sea level [MSL]), to: (1) Separate or segregate certain nonhazardous military flight activities (including, but not limited to, air combat maneuvers, air intercepts, low altitude tactics) from Instrument Flight Rules (IFR) traffic; and (2) for Visual Flight Rules (VFR) traffic, to identify (in sectional charts and via Notice to Airman [NOTAM])