

where and when these activities are conducted. The Proposed Action is needed to address training delays and flight safety issues (e.g., near-midair collisions) that have occurred when nonparticipating aircraft have entered the airspace when MCMWTC training activities were being conducted. This would result in enhanced flight safety for all pilots (civilian, commercial, and military) while enhancing the capability of MCMWTC to support critically required aviation and ground training. The proposed MOAs and continued use of the existing airspace are needed to enable military forces to train in an environment that is representative of realistic combat conditions. Specifically, the MCMWTC training areas and programs are imperative to the USMC and Joint Service mountain warfare readiness.

The Proposed Action was developed by the USMC to improve flight safety; accommodate joint use for reasonable and timely access to underlying public or private land; not impede public safety access for firefighting and other emergency services; support FAA Oakland Air Route Traffic Control Center's computer system and meet all FAA requirements; and not impact existing air traffic control assigned airspace.

#### Implementation

After evaluating the aeronautical study and the EA, the FAA has issued a FONSI/ROD to establish two MOAs. The Walker Low MOA would be established from the surface to, but not including, 13,500 feet MSL, and would be activated for up to 100 days per year for approximately 15 hours per day. The Walker High MOA would be established from 13,500 feet MSL to, but not including, FL180 (18,000 feet MSL), and would be activated for up to 40 days per year for approximately 12 hours per day. These MOAs would exclude airspace from the surface to 3,000 feet above ground level (AGL) over wilderness areas. A NOTAM would be published at least four hours in advance of activation.

In accordance with Section 102 of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's (CEQ) regulations for implementing NEPA (40 CFR parts 1500–1508), and other applicable authorities (including FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8–2, and FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, paragraph 32–2–3), the FAA has conducted an independent review and evaluation of the USMC's EA, dated

November 4, 2019. As a cooperating agency with responsibility for approving SUA under 49 U.S.C. 40103(b)(3)(A), the FAA provided subject matter expertise and coordinated with the USMC during the environmental review process.

The USMC provided the Draft EA for public review from December 12, 2018, to January 26, 2019, and no comments were received.

The FONSI/ROD and EA are available upon request by contacting Paula Miller at: Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–7378.

Issued in Des Moines, WA, on March 25, 2020.

**Shawn M. Kozica,**

*Manager, Operations Support Group, Western Service Center.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2020–0301]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Certificate of Waiver or Authorization

**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 affects persons who have a need to deviate from certain regulations that govern use of airspace within the United States. The request also describes the burden associated with authorizations to make parachute jumps and operate unmanned aircraft (including moored balloons, kites, unmanned rockets, and unmanned free balloons) and small unmanned aircraft systems

**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:

Raymond Plessinger by email at: [raymond.plessinger@faa.gov](mailto:raymond.plessinger@faa.gov); phone: (717) 774–8271.

#### 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:* 2120–0027.

*Title:* Application for Certificate of Waiver or Authorization.

*Form Numbers:* FAA form 7711–2.

*Type of Review:* Renewal.

*Background:* The information collected by FAA Form 7711–2, Application for Certificate of Waiver or Authorization, is reviewed and analyzed by FAA to determine the type and extent of the intended deviation from prescribed regulations. A certificate of waiver or authorization to deviate is generally issued to the applicant (individuals and businesses) if the proposed operation does not create a hazard to persons, property, or other aircraft, and includes the operation of unmanned aircraft. Applications for certificates of waiver to the provisions of Parts 91 and 101 are made by using FAA Form 7711–2. Application for authorization to make parachute jumps (other than emergency or military operations) under Part 105, Section 105.15 (airshows and meets) also uses FAA Form 7711–2. Application for other types of parachute jumping activities are submitted in various ways; e.g., in writing, in person, by telephone, etc.

Persons authorized to deviate from provisions of Part 101 are required to give notice of actual activities. Persons operating in accordance with the provisions of Part 101 are also required to give notice of actual activities. In both instances, the notice of information required is the same. Therefore, the burden associated with applications for certificates of waiver or authorization and the burden associated with notices of actual aircraft activities are identified and included in this request for clearance.

Regarding operation of small unmanned aircraft systems under Part

107, to obtain a certificate of waiver, an applicant will have to submit a request containing a complete description of the proposed operation and a justification, including supporting data and documentation as necessary that establishes that the proposed operation can safely be conducted under the terms of a certificate of waiver. The FAA expects that the amount of data and analysis required as part of the application will be proportional to the specific relief that is requested.

**Respondents:** 26,495, including approximately 5,500 annual applications for waivers from certain sections of Part 107.

**Frequency:** On occasion.

**Estimated Average Burden per Response:** 45 minutes for non-part 107 waivers; 45.7 hours for part 107 waivers.

**Estimated Total Annual Burden:** 19,871 hours (not-part 107) + 251,520 (part 107) = 271,391 hours.

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

**Dwayne C. Morris,**

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

[FR Doc. 2020-06592 Filed 3-30-20; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0303]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Small Unmanned Aircraft Systems (sUAS) Accident Reporting

**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 Office of Management and Budget (OMB) approval to renew an information collection. The FAA requires that small unmanned aircraft accidents be reported to the FAA if they result in injury or damage exceeding certain thresholds.

**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:** Joseph K. Hemler, Jr., by email at: [Joseph.K.Hemler-Jr@faa.gov](mailto:Joseph.K.Hemler-Jr@faa.gov); phone: (202) 267-0159.

#### 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:** 2120-0767.

**Title:** Small Unmanned Aircraft Systems (sUAS) Accident Reporting.

**Form Numbers:** N/A (web portal: <https://faadronezone.faa.gov>).

**Type of Review:** Renewal.

**Background:** 14 CFR part 107 requires that a small unmanned aircraft accident be reported if it causes: (1) serious injury to any person or any loss of consciousness; or (2) damage to any property, other than the small unmanned aircraft, unless the cost of repair or fair market value in the event of total loss does not exceed \$500. The information collected by the FAA through its DroneZone web portal, Flight Standards District Offices, or one of the Regional Operations Centers or the Washington Operations Center for each small UAS accident will be used to investigate and determine regulatory compliance. In addition, the accident information will go into the FAA aircraft accident database for safety analysis purposes by the FAA Office of Accident Investigation and Analysis, pursuant to its statutory safety mission. As is currently the case for manned aircraft accidents, small UAS accident data will be made available to the public and the National Transportation Safety Board (NTSB).

**Respondents:** Approximately 35 per year.

**Frequency:** On occasion.

**Estimated Average Burden per Response:** 15 minutes.

**Estimated Total Annual Burden:** 8.75 hours.

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

**Dwayne C. Morris,**

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

[FR Doc. 2020-06603 Filed 3-30-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0300]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: General Operating and Flight Rules—FAR 91

**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 Office of Management and Budget (OMB) approval to renew an information collection. The reporting and recordkeeping requirements of this collection are related to FAA rules governing the operation of aircraft (other than moored balloons, kites, rockets, unmanned free balloons, and small unmanned aircraft) within the United States. These reporting and recordkeeping requirements are necessary for the FAA to assure compliance with these provisions.

**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:** John L. Drago by email at: [john.l.drago@faa.gov](mailto:john.l.drago@faa.gov); phone: (330) 648-3887.

#### 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