

*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])

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.*

[FR Doc. 2020–06607 Filed 3–30–20; 8:45 am]

**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