

SUMMARY: The Department of State has submitted the information collection described below to the Office of Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995 we are requesting comments on this collection from all interested individuals and organizations. The purpose of this Notice is to allow 30 days for public comment.

DATES: Submit comments up to May 3, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Andrea Battista, Directorate of Defense Trade Controls, Department of State, who may be reached at battistaAL@state.gov or 202–992–0973.

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Disclosure of Violations of the Arms Export Control Act.
- *OMB Control Number:* 1405–0179.
- *Type of Request:* Extension of a Currently Approved Collection.
- *Originating Office:* PM/DDTC.
- *Form Number:* DS–7787.
- *Respondents:* Individuals and companies engaged in the business of exporting, temporarily importing, or brokering, defense articles or defense services who have committed an ITAR violation.
- *Estimated Number of Respondents:* 12,500.
- *Estimated Number of Responses:* 600.
- *Average Time per Response:* 10 hours.
- *Total Estimated Burden Time:* 6,000 hours.
- *Frequency:* On occasion.
- *Obligation to Respond:* Voluntary.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The Directorate of Defense Trade Controls (DDTC), located in the Political-Military Affairs Bureau of the Department of State, encourages voluntary disclosures of violations of the Arms Export Control Act (AECA) (22 U.S.C. 2751 *et seq.*), its implementing regulations, the International Traffic in Arms Regulations (ITAR) (22 CFR 120–130), and any regulation, order, license, or other authorization issued thereunder. The information disclosed is analyzed by DDTC to ultimately determine whether to take administrative action concerning any violation that may have occurred. Voluntary disclosures may be considered a mitigating factor in determining the administrative penalties, if any, that may be imposed. Failure to report a violation may result in circumstances detrimental to the U.S. national security and foreign policy interests and will be an adverse factor in determining the appropriate disposition of such violations. Also, the activity in question might merit referral to the Department of Justice for consideration of whether criminal prosecution is warranted. In such cases, DDTC will notify the Department of Justice of the voluntary nature of the disclosure, but the Department of Justice is not required to give that fact any weight.

ITAR § 127.12 describes the information which should accompany a voluntary disclosure. Historically, respondents to this information collection submitted their disclosures to DDTC in writing via hard copy documentation. However, as part of an IT modernization project designed to streamline the collection and use of information by DDTC, a discrete form has been developed for the submission of voluntary disclosures. This will allow both DDTC and respondents submitting a disclosure to more easily track submissions.

Methodology

This information will be collected by electronic submission.

Kevin E. Bryant,

Deputy Director, Office of Directives Management, Department of State.

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 1328X]

City of Tacoma, Department of Public Works, d/b/a Tacoma Rail Mountain Division—Discontinuance of Service Exemption—in Pierce County, Wash.

On March 14, 2023, the City of Tacoma, Wash., Department of Public Works d/b/a Tacoma Rail Mountain Division (TRMW) filed a petition with the Surface Transportation Board (the Board) under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue common carrier service over approximately 3.5 miles of rail line extending from milepost 2.11 at East C Street (USDOT Grade Crossing Inventory Number 396640U) to milepost 5.61 at McKinley Avenue (USDOT Grade Crossing Inventory Number 396659L), in the City of Tacoma, Pierce County, Washington (the Line). The Line traverses U.S. Postal Service Zip Codes 98421, 98404, and 98418.¹

According to TRMW, the Line has moved only four local carloads in the past seven years—one carload in April 2021 and three carloads in 2016. TRMW states that it would not expect carload volumes to or from the sole customer on the Line, Tacoma Steel, to increase significantly if the Line were to remain active. According to TRMW, TMBL has advised Tacoma Steel of its plan to cease operations on the Line and TRMW expects that Tacoma Steel will not object to this petition for discontinuance authority. TRMW also states that no overhead traffic currently exists on the Line, and that, if such traffic did exist, it could be handled over other through routes.

TRMW states that, to the best of its information and belief, the Line does

¹ TRMW is a division of the City of Tacoma and the non-operating Class III common carrier owner of the Line. The Line is currently operated by another division of the City of Tacoma: its Department of Public Utilities d/b/a Tacoma Rail (TMBL). Separately, TMBL has petitioned the Board for authority to discontinue its operations on the Line. See *City of Tacoma, Dep’t of Pub. Utils.—Discontinuance of Serv. Exemption—in Pierce Cnty., Wash.*, AB 1239 (Sub-No. 3X) (STB served Mar. 28, 2023) (88 FR 18,362).

not contain any federally granted rights-of-way and that it will promptly make available to those requesting it any documentation in its possession relevant to the foregoing statement.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 30, 2023.

Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be environmental review during any subsequent abandonment, this discontinuance does not require an environmental review. See 49 CFR 1105.6(c)(5), 1105.8(b).

Any offer of financial assistance (OFA) to subsidize continued rail service under 49 CFR 1152.27(b)(2) will be due no later than July 12, 2023, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner.² Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by April 13, 2023, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(1)(i).

All filings in response to this notice must refer to Docket No. AB 1328X and must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on TRMW's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208. Replies to the petition are due by April 24, 2023.

Persons seeking further information concerning discontinuance procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis at (202) 245-0294. If you require an accommodation under the

Americans with Disabilities Act, please call (202) 245-0245.

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

Decided: March 29, 2023.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2023-06942 Filed 3-31-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Draft Programmatic Environmental Assessment (PEA) for FAA-Recognized Identification Areas (FRIAs)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces that the Draft Programmatic Environmental Assessment (PEA) for FAA-Recognized Identification Areas (FRIAs) is available for public review and comment.

DATES: Send comments on or before May 3, 2023.

FOR FURTHER INFORMATION CONTACT: For questions concerning this action, contact Mike Millard, Aviation Safety Inspector/Environmental Specialist, Flight Standards, General Aviation Operations Branch, AFS-830; telephone 1-844-359-6981; email 9-FAA-Drone-Environmental@faa.gov.

ADDRESSES: Send comments with the subject line, "Public Comment on Draft FRIA PEA" on all submitted correspondence using the following method. Email comments to 9-FAA-Drone-Environmental@faa.gov.

Privacy: The FAA will post all comments it receives, without change, including any personal information the commenter provides, to the Final PEA, along with the FAA's response to those comments. For additional information, the applicable system of records notice (SORN), DOT/ALL-14, 73 FR 3316 (Jan. 17, 2008), can be reviewed at <https://www.govinfo.gov/content/pkg/FR-2008-01-17/pdf/E8-785.pdf>.

SUPPLEMENTARY INFORMATION:

I. Background

The Draft PEA analyzes and discloses the potential environmental impacts associated with the establishment of FRIAs, pursuant to the National

Environmental Policy Act. FRIAs may be established in accordance with 14 CFR part 89. A FRIA is a defined geographic area where unmanned aircraft can be flown without remote identification equipment. Both the unmanned aircraft and the pilot must be located within the FRIA's boundaries throughout the operation. In addition, the pilot of the unmanned aircraft must be able to see it at all times throughout the duration of the flight. Only FAA-recognized Community Based Organizations and educational institutions such as primary and secondary schools, trade schools, colleges, and universities are eligible to request the establishment of a FRIA. If the FAA approves the establishment of a FRIA, the approval will be valid for 48 calendar months.

The environmental impacts of approving these limited, location-specific areas for the operations of unmanned aircraft have been considered in a manner consistent with the provisions of the National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321-4347), the regulations of the Council on Environmental Quality (40 CFR parts 1500-1508), and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures.

A Draft PEA has been prepared and, based on this analysis, the FAA has preliminarily determined there will not be a significant impact to the human environment. As a result, an Environmental Impact Statement (EIS) has not been initiated (40 CFR 1501.6). The FAA intends for this PEA to create efficiencies by establishing a framework that can be used for "tiering," where appropriate, to project-specific actions that require additional analysis. As decisions on specific applications are made, to the extent additional NEPA analysis is required, environmental review will be conducted to supplement the analysis set forth in this PEA.

The Draft PEA is available for review online at the following link: https://www.faa.gov/uas/advanced_operations/nepa_and_drones.

Comments Invited

The FAA invites interested stakeholders to submit comments on the Draft PEA, as specified in the **ADDRESSES** section of this Notice. Commenters should include the subject line, "Public Comment on Draft FRIA PEA" on all comments submitted to the FAA. All comments must be provided in English.

The FAA will accept comments in Word, PDF, or email body. No business proprietary information, copyrighted information, or personally identifiable

² The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).