

no need to reroute any traffic over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication), 49 CFR 1152.50(d)(1) (notice to governmental agencies), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.7 and 1105.8 (environment and historic report) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,² this exemption will become effective on August 7, 2019, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁴ and interim trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 18, 2019. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 29, 2019, with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to UP's representative: Jeremy Berman, General Attorney, 1400 Douglas St. #1580, Omaha, NE 68179.

² Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴ Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

If the verified notice contains false or misleading information, the exemption is void ab initio.

UP has filed a combined environmental and historic report that addresses the potential effects of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by July 12, 2019. The EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), UP shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by UP's filing of a notice of consummation by July 8, 2020, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: July 1, 2019.

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

Tammy Lowry,
Clearance Clerk.

[FR Doc. 2019-14347 Filed 7-5-19; 8:45 am]

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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 Supplemental Environmental Analysis for the Establishment of the Playas Temporary Military Operating Area

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of availability of Finding of No Significant Impact/Record of Decision.

SUMMARY: The Federal Aviation Administration (FAA) announces its decision to adopt the United States

Marine Corps (USMC) Supplemental Environmental Analysis for Temporary Activation of Playas Military Operations Area (SEA) for the establishment of a Temporary Military Operating Area (TMOA) in Playas, New Mexico. This notice announces that based on its independent review and evaluation of the SEA and supporting documents, the FAA is adopting the SEA and issuing a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the establishment of the Playas TMOA.

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 USMC has established the Tactical Recovery of Air Craft and Personnel (TRAP), Training and Readiness Certification Exercise (CERTX) as a mission essential task performed by assigned and briefed aircrews for the specific purpose of recovery of personnel, equipment and/or aircraft in a tactical situation when survivors and the location have been confirmed. Commonly known as a simulated rescue of a downed pilot, the TRAP CERTX requires use of aircraft and ground forces in a closely coordinated set of actions to execute the rescue of personnel on the ground. A TMOA is required for military aircraft that support the exercise.

Implementation

After evaluating the aeronautical study and the SEA, the FAA has issued a FONSI/ROD to establish the Playas TMOA for a period not to exceed one day during a six-day window from August 26-31, 2019. The Playas TMOA will be activated by publishing a Notice to Airman (NOTAM) two cycles (56 days) prior to the exercise in the Notices to Airman Publication and by publishing a NOTAM at least four hours in advance.

In accordance with Section 102 of the National Environmental Policy Act of 1969 ("NEPA"), the Council on Environmental Quality's ("CEQ") regulations implementing NEPA (40 CFR parts 1500-1508), and other applicable authorities, including the 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 SEA, dated July 2018, and its supporting documents. As a cooperating agency with responsibility for approving special use airspace (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.

FAA circularized the proposed action from February 23, 2019 through April 1, 2019 in the areas required by JO 7400.2M, which resulted in zero public comments. The FONSI/ROD and SEA 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 June 24, 2019.

Shawn Kozica,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2019-14471 Filed 7-5-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2019-0097]

Privacy Act of 1974; Department of Transportation, Federal Aviation Administration; DOT/FAA 854, Small Unmanned Aircraft Systems (sUAS) Waivers and Authorizations

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of a modified System of Records.

SUMMARY: In accordance with the Privacy Act of 1974, the United States Department of Transportation proposes to rename, update, and reissue a Department of Transportation (DOT) system of records titled, "Department of Transportation Federal Aviation Administration; DOT/FAA 854, Requests for Waivers and Authorizations Under 14 CFR part 107." This system of records allows the Federal Aviation Administration (FAA) to collect and maintain records on individuals operating small unmanned aircraft systems (hereinafter "sUAS") who request and receive authorizations to fly their sUAS in controlled airspace, or waivers to fly their sUAS outside of the requirements of the Code of Federal Regulations. This updated system, *Small Unmanned Aircraft Systems (sUAS) Waivers and Authorizations*,

will be included in the Department of Transportation's inventory of record systems.

DATES: Written comments should be submitted on or before August 7, 2019. The Department may publish an amended Systems of Records Notice in light of any comments received. This new system will be effective immediately and the modified routine use effective August 7, 2019.

ADDRESSES: You may submit comments, identified by docket number DOT-OST-2019-0097 by any of the following methods:

- *Federal e-Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

- *Fax:* (202) 493-2251. Instructions: You must include the agency name and docket number DOT-OST-2019-0097. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Privacy Act: Anyone is able to search the electronic form of all comments received in any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://DocketsInfo.dot.gov>. Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or to the street address listed above. Follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: For questions, please contact: Claire W. Barrett, Departmental Chief Privacy Officer, Privacy Office, Department of Transportation, Washington, DC 20590; privacy@dot.gov; or 202.366.8135.

SUPPLEMENTARY INFORMATION: Under current law, persons flying sUAS under the provisions of 14 CFR part 107 or flying sUAS in limited recreational operations pursuant to 49 U.S.C. 44809(a) may not operate sUAS in Class B, Class C, or Class D airspace or within

the lateral boundaries of the surface area of Class E airspace designated for an airport unless the person has received authorization to operate from the FAA. sUAS operators under part 107, who are also referred to as remote pilots in command, may request waivers of operational rules applicable to sUAS requirements maintaining visual line of sight and yielding right of way to manned aircraft, as well as prohibitions on operations over people and in certain airspace pursuant to part 107.

The FAA is revising SORN 854 because in 2018, Congress passed the FAA Reauthorization Act of 2018, which enacted 49 U.S.C. 44809(a) requiring authorizations for limited recreational operators flying sUAS in controlled airspace. Before the enactment of § 44809(a), SORN 854 covered only sUAS operators who operated under 14 CFR part 107. At that time, only Part 107 operators could submit requests for authorization, as limited recreational operators as defined under previous law were not required to receive authorizations before flying in controlled airspace. Now, both types of operators (Part 107 and § 44809(a)) are required to request and receive such authorizations.

Additionally, the FAA is updating the SORN to account for two new systems through which sUAS operators can request for waivers and/or authorizations. The first is a new web-based system, which has replaced previous paper forms. Using this web-based system, sUAS operators who determine to seek a waiver or an authorization may request such by electronically completing a form on the FAA website. After reviewing the information the applicant provides, the FAA will determine whether it can assure safety in the national airspace when granting the waiver or authorization; often, such grants will include provisions to which the requester must adhere, to mitigate the risk associated with the waiver or authorization.

Operators may now also request authorizations through third parties qualified to offer services by the FAA under the Low Altitude Authorization and Notification Capability (hereinafter "LAANC"). These third parties, called UAS Service Suppliers (hereinafter "USS"), enter into agreements with the FAA to automate and expedite the process by which sUAS operators receive authorization to fly in the aforementioned airspace from the FAA. The USS develop applications that enable operators to submit requests for authorization to the FAA where the requests are evaluated against pre-