

traffic control personnel of a UAS pilot's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic.

**DATES:** Written comments should be submitted by May 13, 2019.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
www.regulations.gov (Enter docket number into search field).

*By mail:* Jessica A. Orquina, 470 L'Enfant Plaza SW, Suite 7225, Washington, DC 20024.

**FOR FURTHER INFORMATION CONTACT:**

Bonnie Reichert by email at: [bonnie.reichert@faa.gov](mailto:bonnie.reichert@faa.gov); phone: 405–875–6301.

**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:* 2120–0764.

*Title:* B4UFLY Smartphone App.

*Form Numbers:* There are no forms associated with this collection.

*Type of Review:* Renewal of an information collection.

*Background:* Public Law 112–95, Section 336 which requires model aircraft operators to notify the airport operator and air traffic control tower (if one is located at the airport) prior to operating within 5 miles of an airport. The FAA's B4UFLY smartphone app provides situational awareness of flight restrictions— including locations of airports, restricted airspace, special use airspaces, and temporary flight restrictions—based on a user's current or planned flight location. In order to maintain NAS safety in proximity to airports, air traffic control personnel would need certain basic information about a UAS operator's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic. The data collected will assist the FAA with determining the best processes to authorize recreational UAS pilots and inform air traffic control personnel of a UAS pilot's intended flight in order to assess whether the UAS may disrupt or endanger manned air traffic.

*Respondents:* Approximately 640,060 users.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* Approximately 2 minutes.

*Estimated Total Annual Burden:* Approximately 100 minutes for light usage per user. Approximately 5 hours per user for heavier usage.

Issued in Oklahoma City, OK, on March 6, 2019.

**Bonnie Reichert,**

*Project Manager, UAS Program Office  
Division, Office of Information and  
Technology, Enterprise Program Management  
Services, AEM–210.*

[FR Doc. 2019–04696 Filed 3–13–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### FAA's CORSIA Monitoring, Reporting & Verification Program

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of FAA's CORSIA Monitoring, Reporting, and Verification Program. This voluntary program will fulfill the responsibilities of the United States under the Chicago Convention to implement the ICAO Standards and Recommended Practices for the monitoring, reporting, and verification of CO<sub>2</sub> emissions from international flights pursuant to Annex 16, Volume IV—Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), of the Chicago Convention.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this program, contact Daniel Williams, Office of Environment and Energy, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–7988; email [9-AWA-CORSIA@faa.gov](mailto:9-AWA-CORSIA@faa.gov).

**SUPPLEMENTARY INFORMATION:** The CORSIA Monitoring, Reporting, and Verification (MRV) Program is a voluntary program for U.S. air carriers, commercial, and general aviation (e.g., those who operate under 14 CFR parts 91, 121, and 135) operators (collectively referred hereinafter as “operators”) to submit certain airplane CO<sub>2</sub> emissions data to the FAA to enable the United States to establish uniformity with the CORSIA Standards and Recommended Practices (SARPs). In June 2018, the International Civil Aviation Organization (ICAO) adopted SARPs to implement CORSIA in the form of Annex 16, Volume IV to the Convention on International Civil Aviation. The

United States supported the decision to adopt the CORSIA SARPs based on the understanding that CORSIA is the exclusive market-based measure applying to international aviation, and that CORSIA will ensure fair and reciprocal commercial competition by avoiding a patchwork of country- or regionally-based regulatory measures that are inconsistently applied, bureaucratically costly, and economically damaging. Furthermore, continued U.S. support for CORSIA assumes a high level of participation by other countries, particularly by countries with significant aviation activity, as well as a final CORSIA package that is acceptable to, and implementable by, the United States.

Under CORSIA, all ICAO Member States whose airplane operators undertake international flights will need to develop a MRV system for CO<sub>2</sub> emissions from those international flights starting January 1, 2019. The requirement to monitor, report, and verify CO<sub>2</sub> emissions is independent from offsetting, and the data reported by the States will be used for the calculation of the CORSIA's baselines.

The FAA's CORSIA MRV Program is intended to be the United States' MRV system for monitoring, reporting, and verification of U.S. airplane operator CO<sub>2</sub> emissions from international flights. The offsetting of emissions under CORSIA, which may require rulemaking or other action, will be addressed at a future time.

An electronic version of the statement describing the CORSIA MRV Program is available on the FAA Office of Environment and Energy website at: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/research/environmental\\_policy/](https://www.faa.gov/about/office_org/headquarters_offices/apl/research/environmental_policy/).

Issued in Washington, DC, on March 7, 2019.

**Kevin Welsh,**

*Executive Director, Office of Environment and Energy.*

[FR Doc. 2019–04739 Filed 3–13–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900–0138]

### Agency Information Collection Activity: Request for Details of Expenses

**AGENCY:** Veterans Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.