

2201 C Street Northwest, Washington, District of Columbia 20520.

FOR FURTHER INFORMATION CONTACT: Stephanie Wan, Space Enterprise Summit Coordinator, Office for Space and Advanced Technology, Bureau of Oceans and International Environmental and Scientific Affairs, Department of State, Washington, DC 20522, phone 202-663-2672, or email spacesummit@state.gov. For inquiries specifically related to press and/or media, please contact OES-PA-DG@state.gov.

SUPPLEMENTARY INFORMATION: The meeting will be open to the public, including the media and members and staff of governmental and nongovernmental organizations, up to the seating capacity of the room; prior registration through the event website is required. Confirmed attendees should plan to arrive at least thirty minutes in advance to check-in at registration desks and allow for a prompt start. For more information on the Space Enterprise Summit, please visit: <https://www.state.gov/e/oes/sat/spacesummit/index.htm>

The agenda for the meeting includes the following topics:

- *U.S. Commercial Space Activities:* Outline innovative commercial space activities, the government role in stimulating such activities, and highlight examples of industry spurring changes in government activity.

- *The International Dimension:* Industry and government to explore the challenges and opportunities of international collaboration and competition resulting from the global nature of the commercial space enterprise.

- *Removing Regulatory Barriers:* Developing a robust commercial space economy through the creation of a more permissive, “light-touch” regulatory regime that accommodates rapid innovation and expansion of commercial markets.

- *Responsible Behavior in Space:* Explore efforts to improve responsible behavior in space. Examine best practices and guidelines in long term sustainability for preserving the outer space environment for future commercial space investment and use.

- *Role of International Institutions:* Impact of UN, international trade, international financial regulation, and other institutions that potentially affect value and access for space products and services.

- *Improving Analysis and Narratives for the Value of Space:* Encouraging a better understanding of the economic value of space activities on earth.

- *Best Practices in Civil SSA/STM and Debris Removal:* The respective

roles of government and commercial actors in protecting the space environment and creating industry standards and best practices regarding civil SSA/STM.

Kenneth D. Hodgkins,

Director, Office of Space and Advance Technology, Department of State.

[FR Doc. 2019-06726 Filed 4-4-19; 8:45 am]

BILLING CODE 4710-09-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36276]

CWW, LLC—Change in Operator Exemption Assigning Union Pacific Railroad Company Lease With Interchange Commitment—Palouse River & Coulee City Railroad, L.L.C.

CWW, LLC (CWW), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to assume operation of approximately 55.56 miles of interconnected railroad line owned by the Union Pacific Railroad Company (UP) and currently leased and operated by the Palouse River & Coulee City Railroad, L.L.C. (PCC), located between: (1) Milepost 3.76, at Zangar Jct., Wash., and milepost 33.0 at Walla Walla, Wash.; and (2) milepost 46.8 at Walla Walla and milepost 20.48 at Weston, Or. (the Line).

PCC has been operating over the Line pursuant to a 1992 lease agreement.¹ CWW states that it is entering into an Assignment Agreement with UP and PCC pursuant to which the 1992 lease is being assigned to CWW. Upon consummation of the transaction, CWW will provide common carrier rail service in place of PCC.²

CWW notes that the 1992 lease agreement being assigned to it contains an interchange commitment with UP.³ CWW has provided additional information regarding the interchange

¹ The lease was originally between UP and Blue Mountain Railroad, Inc. (BMR). See *Blue Mountain R.R.—Lease, Acquis. & Operation Exemption—Union Pac. R.R.*, FD 32193 (ICC served Dec. 1, 1992). In 2000, BMR was merged into PCC. See *Watco Co.—Corporate Family Transaction Exemption*, FD 33898 (STB served July 24, 2000).

² On December 20, 2018, PCC filed a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue its lease operations over the Line in Docket No. AB 570 (Sub-No. 4X). The Board instituted an exemption proceeding in that docket on February 7, 2019. CWW's verified notice here states that PCC has advised CWW that it will withdraw that petition for exemption “upon the Board approving this proceeding and upon CWW and UP consummating their transaction. (CWW Verified Notice 4.)

³ A copy of the 1992 lease agreement with the interchange commitment was submitted under seal with the verified notice. See 49 CFR 1150.43(h)(1).

commitment as required by 49 CFR 1150.43(h).

CWW certifies that its projected annual revenues as a result of the transaction will not result in the creation of a Class II or Class I carrier and will not exceed \$5 million.

Under 49 CFR 1150.42(b), a change in operator requires that notice be given to shippers. CWW certifies that it has provided notice of the proposed transaction and interchange commitment to shippers that currently use or have used the Line in the last two years.

The earliest this transaction may be consummated is April 19, 2019 (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than April 12, 2019 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36276, must be filed with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on CWW's representative, James H. M. Savage, 22 Rockingham Ct., Germantown, MD 20874.

According to CWW, this action is excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

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

Decided: April 2, 2019.

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

Raina Contee,
Clearance Clerk.

[FR Doc. 2019-06755 Filed 4-4-19; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 1237 (Sub-No. 1X)]

New Hampshire Department of Transportation—Abandonment Exemption—Between Littleton, N.H., and Bethlehem, N.H.

New Hampshire Department of Transportation (NHDOT) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt*

Abandonments to abandon 6.86 miles of rail line located between milepost C113, station 995+66, at Industrial Drive in Littleton, N.H., and milepost C119.86, station 1359+77, a point 3.35 miles east of the Littleton/Bethlehem, N.H., town line (the Line).¹ The Line traverses U.S. Postal Service Zip Codes 03561 and 03574.

NHDOT has certified that: (1) No rail traffic has moved over the Line for at least two years; (2) there is no overhead traffic on this Line; (3) no formal complaint filed by a user of a 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 any U.S. District Court or has been decided in favor of a 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), and 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)² has been received, this exemption will be effective on May 5, 2019, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³

¹ NHDOT filed its verified notice of exemption on January 28, 2019. The verified notice initially did not include a certification that NHDOT had complied with the notice requirements of 49 CFR 1105.11 (environmental report). See 49 CFR 1152.50(d)(2). On March 11, 2019, NHDOT supplemented its verified notice with a certification that it served its environmental report on the agencies identified in 49 CFR 1105.7(b) on February 26, 2019. Accordingly, NHDOT's verified notice is considered to have been filed on March 18, 2019, 20 days after NHDOT served its environmental report on the required agencies.

² The Board modified its OFA procedures effective July 29, 2017. Among other things, the OFA process now requires potential offerors, in their formal expression of intent, to make a preliminary financial responsibility showing based on a calculation using information contained in the carrier's filing and publicly available information. See *Offers of Financial Assistance*, EP 729 (STB served June 29, 2017); 82 FR 30,997 (July 5, 2017).

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

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 April 15, 2019. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 25, 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 NHDOT's representatives: Allison B. Greenstein, Assistant Attorney General, Transportation & Construction Bureau, 33 Capitol Street, Concord, NH 03301-6397; and Jack E. Dodd, Rail Business Consultant, 73 Bishop Street, Saint Albans, VT 05478.

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

NHDOT 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 April 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 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), NHDOT 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 NHDOT's filing of a notice of consummation by April 5, 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: April 2, 2019.

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 Each OFA must be accompanied by the filing fee, which currently is set at \$1,800. See 49 CFR 1002.2(f)(25).

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

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2019-06748 Filed 4-4-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Meeting of the National Parks Overflights Advisory Group

ACTION: Notice of meeting.

SUMMARY: The Federal Aviation Administration (FAA) and the National Park Service (NPS), in accordance with the National Parks Air Tour Management Act of 2000, announce the next meeting of the National Parks Overflights Advisory Group (NPOAG). This notification provides the date, location, and agenda for the meeting.

DATE AND LOCATION: The NPOAG will meet on May 14-15, 2019. The meeting will take place in the Director's conference room of the Craig Thomas Discovery and Visitor Center, 1 Teton Park Road, Moose, WY, 83012. The meeting will be held from 8:30 a.m. to 4:00 p.m. on May 14 and from 8:30 a.m. to 11:30 a.m. on May 15, 2019. This NPOAG meeting will be open to the public. Because seating is limited, members of the public wishing to attend will need to contact the person listed under **FOR FURTHER INFORMATION CONTACT** by April 26, 2019 to ensure sufficient meeting space is available to accommodate all attendees.

FOR FURTHER INFORMATION CONTACT: Keith Lusk, AWP-1SP, Special Programs Staff, Federal Aviation Administration, Western-Pacific Region Headquarters, 777 South Aviation Boulevard, Suite 150, El Segundo, CA 92045, telephone: (424) 405-7017, email: Keith.Lusk@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The National Parks Air Tour Management Act of 2000 (NPATMA), enacted on April 5, 2000, as Public Law 106-181, required the establishment of the NPOAG within one year after its enactment. The Act requires that the NPOAG be a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator of the FAA and the Director of NPS (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve