

being taken under Section [301(b)] of this title and is no longer appropriate.” In light of the lack of progress in the additional rounds of negotiations since March 2019, and at the direction of the President, the Trade Representative has determined that it is appropriate for the rate of additional duty under the September 2018 action to increase to 25 percent on May 10, 2019.

The Trade Representative’s decision to modify the September 2018 action takes into account the extensive public comments and testimony, as well as advice from advisory committees, concerning the actions proposed in the notices issued in advance of the September 2018 action (83 FR 33608 and 83 FR 38760). Those notices, among other things, requested comments on whether the rate of additional duties should be 10 percent or 25 percent. The Trade Representative’s decision also reflects the advice of the interagency Section 301 Committee.

The Annex to this notice amends the Harmonized Tariff Schedule of the United States to provide that the rate of additional duties for the September 2018 action will increase to 25 percent on May 10, 2019.

Pursuant to Sections 301(b), 301(c), 304(a), and 307(a) of the Trade Act, the Trade Representative has determined that the Office of the United States Trade Representative (USTR) will establish a process by which interested persons may request that particular products classified within an HTSUS subheading covered by the September 2018 action be excluded from the additional duties. USTR will publish a separate notice describing the product exclusion process, including the procedures for submitting exclusion requests, and an opportunity for interested persons to submit oppositions to a request.

Annex

Effective with respect to goods (i) entered for consumption, or withdrawn from warehouse for consumption, on or after 12:01 a.m. eastern daylight time on May 10, 2019, and (ii) exported to the United States on or after May 10, 2019, subchapter III of chapter 99 of the Harmonized Tariff Schedule of the United States is modified:

1. By amending U.S. Note 20(e) to subchapter III of chapter 99 by deleting “10 percent” each place that it appears, and inserting “25 percent” in lieu thereof;

2. by amending U.S. Note 20(g) to subchapter III of chapter 99 by deleting “10 percent” each place that it appears, and inserting “25 percent” in lieu thereof;

3. by amending the Rates of Duty 1-General column of heading 9903.88.03 by deleting “10%”, and inserting “25%” in lieu thereof; and

4. by amending the Rates of Duty 1-General column of heading 9903.88.04 by deleting “10%”, and inserting “25%” in lieu thereof.

Joseph Barloon,

General Counsel, Office of the U.S. Trade Representative.

[FR Doc. 2019–09681 Filed 5–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0333]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Small Unmanned Aircraft Registration System (sUAS)

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 Office of Management and Budget (OMB) renewal approval for information collection 2120–0765. Aircraft registration is necessary to ensure personal accountability among all users of the national airspace system. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means for identifying an aircraft’s owner and operator. This collection also permits individuals to de-register or update their record in the registration database.

DATES: Written comments should be submitted by July 8, 2019.

ADDRESSES: Please send written comments:

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

By mail: Ken Thompson, Manager, Aircraft Registration Branch, AFB–710, P.O. Box 25504, Oklahoma City, OK 73125.

By fax: 405–954–8068.

FOR FURTHER INFORMATION CONTACT: Bonnie Lefko at: bonnie.lefko@faa.gov; or by phone: 405–954–7461.

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: 2120–0765.

Title: Small Unmanned Aircraft Registration System (sUAS).

Form Numbers: None.

Type of Review: Renewal of existing collection.

Background: The Secretary of the Department of Transportation (DOT) and the Administrator of the Federal Aviation Administration (FAA) affirmed that all unmanned aircraft, including model aircraft, are aircraft. As such, in accordance with 49 U.S.C. 44101(a) and as further prescribed in 14 CFR part 48, registration is required prior to operation. See 80 FR 63912, 63913 (October 22, 2015). Aircraft registration is necessary to ensure personal accountability among all users of the national airspace system. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means for identifying an aircraft’s owner and operator.

Subject to certain exceptions discussed below, aircraft must be registered prior to operation. See 49 U.S.C. 44101–44103. Upon registration, the Administrator must issue a certificate of registration to the aircraft owner. See 49 U.S.C. 44103.

Registration, however, does not provide the authority to operate. Persons intending to operate a small unmanned aircraft must operate in accordance with section 336 of Public Law 112–95, part 107 or part 91, in accordance with a waiver issued under part 107, in accordance with an exemption issued under 14 CFR part 11 (including those persons operating under an exemption issued pursuant to section 333 of Public Law 112–95), or in conjunction with the issuance of a special airworthiness certificate, and are required to register.

Respondents: Approximately 300,000 affected sUAS registrations and 14,000 de-registrations annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 10 minutes per response to register and 3 minutes per response to de-register.

Estimated Total Annual Burden:
Approximately 51,000 hours.

Issued in Oklahoma City, OK on May 3, 2019.

John W. Peebles,

*Management and Program Analyst, FAA,
Civil Aviation Registry, AFB-700.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA-2019-0229]

Agency Information Collection

Activities: Request for Comments; Clearance of a New Approval of Information Collection: Launch and Reentry Licensing Requirements

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice and request for
comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the FAA invites public comments on its proposed collection of information pursuant to changes to the FAA's commercial space transportation regulations proposed in the "Streamlined Launch and Reentry Licensing Requirements" notice of proposed rulemaking (NPRM). A copy of the NPRM is available in the docket for this notice. This information collection would consolidate two previously approved information collections under one, new OMB Control Number. This collection would allow the FAA to continue ensuring commercial space activities do not unduly jeopardize public health and safety, safety of property, or the national security and foreign policy interests of the United States. The FAA intends to request the Office of Management and Budget's approval of this information collection.

DATES: Written comments should be submitted by July 8, 2019.

ADDRESSES: Please send written comments to:

By Electronic Docket:
www.regulations.gov (Enter docket number FAA-2019-0229 into search field).

By mail: Shirley McBride, Program Manager, Federal Aviation Administration, AST-300, 800 Independence Avenue SW, Washington, DC 20591.

By fax: 202-267-5463.

FOR FURTHER INFORMATION CONTACT:
Shirley McBride, Program Manager, by

email at: Shirley.McBride@faa.gov;
phone: 202-267-7470.

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-NEW.

Title: Streamlined Launch and Reentry Licensing Requirements.

Form Numbers: None.

Type of Review: This is a request for OMB clearance of an information collection that would consolidate two previous collections¹ into one collection under a new OMB Control Number.²

Background: 51 U.S.C. Chapter 509 requires that the FAA oversee commercial space transportation activities in the United States, or conducted by United States citizens abroad, to ensure they do not unduly jeopardize the public health and safety, safety of property, or national security or foreign policy interests of the United States. Generally speaking, Chapter 509 requires a person to obtain a license to launch or reenter a vehicle from or to the United States, or a U.S. citizen to obtain a license to launch or reenter a vehicle from or to a point outside the United States.

On April 15, 2019, the FAA published the NPRM titled "Streamlined Launch and Reentry Licensing Requirements," a copy of which you can find in the docket to this notice. The proposed rule would streamline and increase flexibility in the FAA's commercial space regulations; remove obsolete requirements; and, consolidate and revise multiple regulatory parts to apply a single set of licensing and safety regulations across several types of launch and reentry activities and related

¹ OMB Control Number 2120-0608; Title 14 CFR, Parts 401, 413, 415, 417; Licensing and Safety Requirements for Launch (For Expendable Launch Vehicle). OMB Control Number 2120-0643; Title 14 CFR, Parts 431, 435; Commercial Space Transportation Reusable Launch Vehicle Mission Licensing Regulations (Part 431) and Commercial Space Transportation Reentry of a Vehicle Other Than a Reusable Launch Vehicle Licensing Regulations (Part 435).

² OMB Control Number 2120-NEW; Title 14 CFR, Parts 401, 413, 450; Launch and Reentry Licensing Requirements.

vehicles. Specifically, the NPRM would eliminate current parts 415, 417, 431, and 435 and replace them with part 450, an updated, streamlined, and consolidated version of the previous requirements. The FAA collected information for those parts pursuant to OMB Control Numbers 2120-0608 and 2120-0643. As a result, the two current Information Collection Requirements³ associated with those eliminated parts would be obsolete. The FAA proposes to replace the obsolete Information Collection Requirements with a new collection associated with proposed part 450. The new collection reflects the proposed requirements described in detail in the referenced NPRM and summarized below.

Parts 413 and 450 collectively identify information applicants must submit for a vehicle operator license. Part 413 (§ 413.7) sets the manner for submitting an application. Part 450 Subpart B (Requirements to obtain a vehicle operator license) sets the broad application requirements to obtain a vehicle operator license. For example, § 450.41 sets requirements for policy review, § 450.43 for payload review, § 450.45 covers safety, and § 450.47 addresses environmental requirements. Part 450 subpart C (Safety requirements) focuses on safety requirements, some of which must be satisfied by the time of application while others apply post-license. Applicants must, therefore, provide the FAA information showing regulatory compliance both as part of the application and after the FAA grants a license. Part 450 subpart D (Terms and conditions of a vehicle operator license) contains requirements for continuing accuracy of a license and application for modification of a license (§ 450.211), preflight reporting (§ 450.213), post-flight reporting (§ 450.215), and registration of space objects (§ 450.217.)

The FAA's Office of Commercial Space Transportation (AST) uses the information to ensure commercial space activities in the United States, or conducted by United States citizens abroad, do not jeopardize the public health and safety, safety of property, or national security or foreign policy interests of the United States. AST uses the data to assess the risk to public health and safety, and the safety of property. Risk must remain within the limits set in FAA regulations. AST shares other information with government partners (e.g., the National Aeronautics and Space Administration, U.S. Department of Defense, U.S. Department of State) during payload and policy reviews to ensure the

³ Ibid.