

Section(s) of 14 CFR Affected: §§ 61.3(a)(1)(i); 91.7(a); 91.113(b); 91.119; 91.121; 91.151(b); 91.405(a); 91.407(a)(1); 91.409(a)(1) & (2); 91.417(a) & (b); 107.35; 107.36; 137.19(c), (d), (e)(2)(ii), (e)(2)(iii), & (e)(2)(v); 137.31; 137.33; 137.41(c); 137.42; & 137.53(c)(2).

Description of Relief Sought: The proposed exemption, if granted, would allow the petitioner relief for operations under § 44807 of the Federal Aviation Administration Reauthorization Act of 2018 (Pub. L. 115–254) to conduct commercial agricultural services with a flight of up to five HyLio AG–116 AgroDrone unmanned aircraft systems simultaneously, each with a takeoff weight greater than or equal to fifty-five pounds, at times beyond visual line of sight, and at times from a moving vehicle, over rural privately owned cropland.

[FR Doc. 2020–00768 Filed 1–16–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Privacy Act of 1974; System of Records

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Rescindment of a system of records notice.

SUMMARY: In accordance with the Privacy Act of 1974, the Department of Transportation is proposing to retire a Department of Transportation system of records titled, “Department of Transportation/Federal Aviation Administration (DOT/FAA) 813 Civil Aviation Security System of Records.”

DATES: January 17, 2020.

ADDRESSES: You may submit comments, identified by docket number DOT–OST–2020–0007, 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–2020–0007. 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 DOT’s complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

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 general questions please contact: Essie L. Bell, FAA Chief Privacy Officer, Acting, 202. 385.6516, Federal Aviation Administration, 950 L’Enfant Plaza SW, Washington, DC 20024. For privacy issues please contact: Claire W. Barrett, Departmental Chief Privacy Officer, Privacy Office, Department of Transportation, Washington, DC 20590; privacy@dot.gov; or 202.527.3284.

SUPPLEMENTARY INFORMATION:

I. Background

In accordance with the Privacy Act of 1974, 5 U.S.C. 552a, the Department of Transportation (DOT)/Federal Aviation Administration (FAA) proposes to retire DOT system of records titled, “Department of Transportation/Federal Aviation Administration (DOT/FAA) 813 Civil Aviation Security System of Records.”

This system was originally established to collect and maintain records on hijacking or attempted hijacking incidents at airports or aboard civil aviation aircraft, information on K–9 assignments to airports, K–9 handler evaluations and information necessary to manage the Federal Air Marshals (FAM).

Following September 11, 2001 Congress passed the Aviation and Transportation Security Act (ATSA) (Pub. L. 107–71) which established the Transportation Security Administration (TSA). The ATSA transferred the TSA from the Department of Transportation to the Department of Homeland Security (DHS).

The ATSA transferred responsibility for civil aviation security from the FAA to TSA on February 22, 2002. A Transfer of Function Memo (October 30, 2003) from the FAA Assistant Administrator, Office of Security and Hazardous Materials, to the FAA Freedom of Information Staff and the Director of

TSA, Freedom of Information Office, memorializes the transfer of function. The memo evidences that all records maintained in accordance with the DOT/FAA 813 Civil Aviation Security System of Records notice were transferred to the TSA. The FAA kept only duplicate copies of Civil Aviation Security records that related to the terrorist attacks of September 11, 2001, but no longer maintains these copies.

Retiring this FAA system of records notice will have no adverse impact on individuals because the records and functions were transferred from the FAA to TSA.

SYSTEM NAME AND NUMBER:

Department of Transportation/Federal Aviation Administration (DOT/FAA) 813 Civil Aviation Security System of Records

HISTORY:

A full notice of this system of records, DOT/FAA 813 Civil Aviation Security System, was last published in the **Federal Register** on April 11, 2000 (65 FR 19519).

Claire W. Barrett,

Departmental Chief Privacy Officer.

[FR Doc. 2020–00670 Filed 1–16–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Inflation Adjustments to Liability Limits Governed by the Montreal Convention Effective December 28, 2019

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice.

SUMMARY: The Department is publishing a notice to inform U.S. and certain foreign air carriers of inflation adjustments to liability limits of air carriers and foreign air carriers under the Montreal Convention.

FOR FURTHER INFORMATION CONTACT: Maegan Johnson, Senior Trial Attorney, Office of Aviation Enforcement and Proceedings, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Washington, DC 20590, at maegan.johnson@dot.gov or 202–366–9342.

SUPPLEMENTARY INFORMATION: This notice informs U.S. and certain foreign air carriers of inflation adjustments to liability limits of air carriers and foreign air carriers under the Montreal

Convention (Convention).¹ The adjustments affect limits on liability for damages for passenger death or injury, delay in the carriage of passengers, and the loss, delay or damage to baggage or cargo, increasing those limits by nearly 14 percent. This increase became effective on December 28, 2019. The U.S. and foreign air carriers affected by these changes to the Convention include those providing international carriage

between countries that, like the United States, are parties to the Convention, and that provide roundtrip foreign air transportation that originates and terminates in the United States.

The liability limits are set out in Articles 21 and 22 of the Convention. Under Article 24 of the Convention, the International Civil Aviation Organization (ICAO) reviews the liability limits in Articles 21 and 22

every five years in light of inflation that has occurred during that period.² In a June 28, 2019, notice, the Secretary General of ICAO advised parties to the Convention of revisions required pursuant to this review. The revised liability limits effective December 28, 2019 (stated in Special Drawing Rights (SDRs)) are as follows:³

| | Strict liability for death or bodily injury to passengers | Delay in the carriage of passengers | Destruction, loss, damage or delay of baggage per passenger | Destruction, loss, damage, or delay of cargo |
|---------------------------------|---|-------------------------------------|---|--|
| Limit as of Dec. 28, 2019 | 128 821 SDRs | 5 346 SDRs | 1 288 SDRs | 22 SDRs. |

Pursuant to the terms of Article 24 in the Convention, the increased limits become effective six months following the June 28 notice referred to above, or December 28, 2019. Carriers should, therefore, revise their contracts of carriage, tariffs, required notices, and practices to conform to the Convention's requirements. Failure to implement in a timely manner the revised liability limits and required notices would, in the view of the Department's Office of Aviation Enforcement and Proceedings, constitute an unfair⁴ or deceptive⁵ practice and unfair method of competition in violation of 49 U.S.C. 41712. This disclosure notice also extends to ticket agents and indirect air carriers.⁶

Issued this 10th day of January, 2020, in Washington, DC.

Blane A. Workie,

Assistant General Counsel for Aviation Enforcement and Proceedings, U.S. Department of Transportation.

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Comment Request; Securities Offering Disclosure Rules

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection as required by the Paperwork Reduction Act of 1995 (PRA).

An agency may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of an information collection titled "Securities Offering Disclosure Rules."

DATES: Comments must be submitted on or before March 17, 2020.

ADDRESSES: Commenters are encouraged to submit comments by email, if possible.

You may submit comments by any of the following methods:

- *Email:* prainfo@occ.treas.gov.
- *Mail:* Chief Counsel's Office, Attention: Comment Processing, 1557-0120, Office of the Comptroller of the Currency, 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

• *Hand Delivery/Courier:* 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

- *Fax:* (571) 465-4326.

Instructions: You must include "OCC" as the agency name and "1557-0120" in your comment. In general, the OCC will publish comments on www.reginfo.gov without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

You may review comments and other related materials that pertain to this information collection beginning on the date of publication of the second notice for this collection¹ by any of the following methods:

- *Viewing Comments Electronically:* Go to www.reginfo.gov. Click on the

consumer's interpretation of the representation, omission, or practice is considered reasonable under the circumstances; and (3) the misleading representation, omission, or practice is material.

⁶ Indirect air carrier and foreign indirect air carrier mean a person or entity that, as a principal, holds out, sells, or arranges air transportation and separately contracts with direct air carriers and/or foreign direct air carriers. 14 CFR 295.5.

¹ Following the close of this notice's 60-day comment period, the OCC will publish a second notice with a 30-day comment period.

¹ *Convention for the Unification of Certain Rules for International Carriage by Air*, done at Montreal on May 28, 1999.

² Article 24 of the Convention provides that the limits of liability shall be reviewed by ICAO at five-year intervals and adjusted "by reference to an inflation factor which corresponds to the accumulated rate of inflation since the previous revision. . . ." During its second review in 2014, ICAO concluded that it was not necessary to increase liability limits at the time. Thus, the inflation adjustments to the liability limits in Articles 21 and 22 announced in this Notice are the most recent increases since 2009.

³ The SDR, an international reserve asset, is a defined basket of major currencies periodically reviewed by the International Monetary Fund to reflect the relative importance of the constituent currencies.

⁴ We consider a practice to be unfair if it is likely to cause substantial injury to consumers which is not reasonably avoidable by consumers themselves and not outweighed by countervailing benefits to consumers or to competition.

⁵ We consider a practice to be deceptive where: (1) A representation, omission, or practice misleads or is likely to mislead the consumer; (2) a