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 to conduct operations
under § 44807 of the Federal Aviation
Administration Reauthorization Act of
2018 (Pub. L. 115–254) to conduct
commercial agricultural services with a
vehicle, over rural privately owned
cropland.

I. Background

In accordance with the Privacy Act of
1974, 5 U.S.C. 552a, the Department of
Transportation/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.”


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.

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 docket 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:

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.

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). 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. 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:  

<table>
<thead>
<tr>
<th>Limit as of Dec. 28, 2019</th>
<th>Strict liability for death or bodily injury to passengers</th>
<th>Delay in the carriage of passengers</th>
<th>Destruction, loss, damage or delay of baggage or cargo per passenger</th>
<th>Destruction, loss, damage or delay of cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>128 821 SDRs</td>
<td>5 346 SDRs</td>
<td>1 288 SDRs</td>
<td>22 SDRs</td>
</tr>
</tbody>
</table>

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 unfair or deceptive 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.  

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.

[FR Doc. 2020–00713 Filed 1–16–20; 8:45 am]

BILLING CODE 4910–9X–P

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.
• 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 collection 1 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.

4 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 295.3.

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


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 misleading or is likely to mislead the consumer; (2) a