the Draft Provisions as well as the accompanying Explanatory Remarks. Participants in the public meeting should read the Secretariat's notes in advance of the meeting and should be prepared to discuss the issues presented within the notes. Those who cannot attend but wish to comment are welcome to do so by email to Michael Coffee at *coffeems@state.gov.*

Time and Place: The meeting will take place on April 2, 2019, from 9:30 a.m. until 12 p.m. EDT in Room 356, South Building, State Department Annex 4A, Washington, DC 20037. Participants should plan to arrive at the Navy Hill gate on the west side of 23rd Street NW, at the intersection of 23rd Street NW and D Street NW by 9:00 a.m. for visitor screening. If you are unable to attend the public meeting and would like to participate from a remote location, teleconferencing will be available.

Public Participation: This meeting is open to the public, subject to the capacity of the meeting room. Access to the building is strictly controlled. For pre-clearance purposes, those planning to attend should email *pil@state.gov* providing full name, date of birth, citizenship, driver's license or passport number, and email address. This information will greatly facilitate entry into the building. It is critical that participants provide such notification to the Department in advance of the meeting as the meeting room and building might change should extra space be needed to accommodate in-person participation. A member of the public needing reasonable accommodation should email *pil@state.gov* not later than March 25, 2019. Requests made after that date will be considered, but might not be able to be fulfilled. If you would like to participate by telephone, please email *pil@state.gov* to obtain the call-in number and other information.

Data from the public is requested pursuant to Public Law 99–399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107–56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities.

The data will be entered into the Visitor Access Control System (VACS–D) database. Please see the Security Records System of Records Notice (State-36) at *https://foia.state.gov/_docs/SORN/State-36.pdf* for additional information.

Michael S. Coffee,

Attorney-Adviser, Office of Private International Law, Office of the Legal Adviser, U.S. Department of State.

[FR Doc. 2019–04718 Filed 3–13–19; 8:45 am]

BILLING CODE 4710–08–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 33043 (Sub-No. 1)]

CSX Transportation, Inc.—Trackage Rights Exemption—Paducah & Louisville Railway, Inc.

CSX Transportation, Inc. (CSXT), a Class I rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to extend the term of its overhead trackage rights over a 24.0-mile line of the Paducah & Louisville Railway, Inc. (PAL) (the Line). The trackage rights are between just west of Madisonville, Ky., PAL milepost 146, and just east of Central City, Ky., PAL milepost 122, in Hopkins and Muhlenberg Counties, Ky.

CSXT states that the parties entered into an agreement as of August 19, 1996 (Agreement), in which PAL granted CSXT overhead trackage rights over the Line for a limited term. *See CSX Transp., Inc.—Trackage Rights Exemption—Paducah & Louisville Ry.,* FD 33043 (STB served Sept. 6, 1996). CSXT and PAL have entered Amendment No. 1, dated February 15, 2019, to amend Section 6 of the Agreement to extend the term of the trackage rights over the Line ''until terminated by mutual consent of the parties.'' [1] CSXT states that no other terms of the Agreement have been changed and that the extension of the term of the trackage rights over the Line will be pursuant to Amendment No. 1 and is not sought as a responsive application in a rail consolidation.

The transaction may be consummated on or after March 28, 2019, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the extension of the term of trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.,* 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad,* 360 I.C.C. 653 (1980).

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 March 21, 2019 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 33043 (Sub-No. 1), must be filed with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

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

Decided: March 11, 2019.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2019–04728 Filed 3–13–19; 8:45 am]

BILLING CODE 4915–01–P

[1] A copy of the executed Amendment No. 1 was filed with the notice as Exhibit A.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0159]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: B4UFLY Smartphone App

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 the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves the B4UFLY smartphone app that provides situational awareness of flight restrictions—including locations of airports, restricted airspace, special use airspace, and temporary flight restrictions—based on a user's current or planned flight location. In order to maintain NAS safety in proximity to airports, authorization is now required from recreational Unmanned Aircraft System (UAS) pilots to operate in controlled airspace The data collected will assist the FAA with determining the best processes to authorize recreational UAS pilots and inform air