

International Civil Aviation (Chicago Convention).¹ Historically, international emission standards have first been adopted by ICAO, and subsequently the EPA has initiated rulemakings under CAA section 231 to establish domestic standards that are at least as stringent as ICAO's standards. The renewal of this ICR will ensure all the necessary information is gathered for in-production engines in order to support and inform any possible future policy making decisions.

The EPA is not proposing to collect any additional data or apply this reporting to any additional respondents. However, the EPA is expanding the scope of this ICR to include supersonic aircraft engines in addition to subsonic aircraft engines. When this ICR was established and previously renewed, the only aircraft engines that were in production, in development, or in use were subsonic engines. Thus, the EPA only included subsonic engines and only referred to subsonic test procedures. Yet, standards in 40 CFR part 87 (Control of Air Pollution from Aircraft and Aircraft Engines) apply to both subsonic and supersonic aircraft engines.

Recently, there has been significant renewed interest in the development of supersonic aircraft and engines. Thus, the EPA is expanding this ICR to apply equally to all engines (subsonic and supersonic aircraft engines) that are required to meet standards under Part 87. The EPA is not expecting any supersonic engines to be certified by the FAA in the next three years, but the EPA wants to ensure it has access to this new emissions information in an expeditious manner so that the agency can understand the environmental impacts and inform any appropriate future standard setting activities under CAA section 231. The inclusion of supersonic engines would not expand the number of respondents; nor would it place any additional burden on the manufacturers because the EPA is only requesting data related to standards under Part 87.

Form Numbers: EPA Form 5900–223.

Respondents/affected entities:

Respondents affected by this action are the manufacturers of aircraft gas turbine engines subject to 40 CFR part 87. Table 1 below presents some examples of potentially affected entities according to NAICS code. Table 1 is not intended to be exhaustive, but rather provides a guide for respondents regarding

facilities likely to be affected by this ICR.

TABLE 1—EXAMPLES OF POTENTIALLY AFFECTED ENTITIES BY CATEGORY

Category	NAICS code	Example of potentially affected entities
	336412	Aircraft Engine and Engine Parts Manufacturing.

Respondent's obligation to respond: Mandatory (pursuant to section 114 of the Clean Air Act).

Estimated number of respondents: 7 (total).

Frequency of response: Annual.

Total estimated burden: 456 hours (152 hours per year). Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: \$42,005 (\$14,002 per year), includes \$0 annualized capital or operation & maintenance costs.

Changes in Estimates: There is decrease of 1,050 hours in the total estimated respondent burden compared with the ICR currently approved by OMB. This decrease is due to the fact that one-time start-up costs to conduct nvPM measurements from jet engines were included in the previous ICR renewal. The initial cost for manufacturers was capital and labor intensive. These one-time costs were incurred in the past 3 years and are not expected to need to be repeated for these engines now that the data has been collected. If manufacturers develop a new subsonic engine with a thrust greater than 26.7kN, the nvPM measurements will need to be verified by the FAA. The introduction of new aircraft engines doesn't happen on a very frequent basis. The EPA is estimating that each manufacturer may introduce one subsonic engine over 26.7kN over the next three years, for a total of 6 engines (compared to an estimated 33 engines in the previous ICR). The estimated time manufacturers need to collect and report this data to the EPA remains the same.

William Charmley,

Director, Assessment and Standards Division.

[FR Doc. 2021–09684 Filed 5–6–21; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9056-4]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202–564–5632 or <https://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements (EIS) Filed April 26, 2021 10 a.m. EST Through May 3, 2021 10 a.m. EST Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-enepa-public-action/eis/search>.

EIS No. 20210047, Draft Supplement, FHWA, KS, South Lawrence Trafficway, Comment Period Ends: 06/21/2021, Contact: Javier Ahumada 785–273–2649

EIS No. 20210048, Draft, NOAA, HI, Pacific Islands Aquaculture Management Program, Comment Period Ends: 08/05/2021, Contact: Tori Spence 808–725–5186

EIS No. 20210049, Final, MDA, AK, Long Range Discrimination Radar Operations, Clear Air Force Station, Alaska, Review Period Ends: 06/07/2021, Contact: Ryan Keith 256–450–1599

Dated: May 3, 2021.

Cindy S. Barger,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2021–09688 Filed 5–6–21; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPP-2016-0630; FRL-10016-59-OMS]

Agency Information Collection Activities; Renewal Request Submitted to OMB for Review and Approval; Comment Request; Compliance Requirement for Child-Resistant Packaging (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: Environmental Protection Agency (EPA) has submitted an information collection request (ICR), Compliance Requirement for Child-Resistant Packaging (EPA ICR Number

¹ ICAO, 2006: *Convention on International Civil Aviation, Ninth Edition*, Document 7300/9, 114 pp. Available at: http://www.icao.int/publications/Documents/7300_9ed.pdf (last accessed March 31, 2021).