

paragraph (6)(c) of this rule, and V_{RA} is a speed adjustment applied to the reference airspeed to allow flying at an airspeed that provides the reference tip Mach speed. The reference airspeed must be adjusted for the atmospheric conditions on site.

(d) All data used and calculations performed under this paragraph must be documented and submitted in accordance with paragraphs (22) and (23).

(28) *Noise Limit Compliance—Noise Measurement, Evaluation, and Calculation* (Reference part 36, appendix J, section J36.301, as modified): In demonstrating compliance with this rule, the aircraft noise levels must be measured, evaluated, and calculated in accordance with paragraphs (7) through (26) of this rule.

(29) *Noise Limit* (Reference part 36, appendix J, section J36.305, as modified): The calculated noise levels of the aircraft, at the measuring point described in paragraphs (7) through (10) of this rule, must be shown to not exceed 78.0 decibels L_{AE} at the reference altitude of 250 feet.

(30) *Manuals, Markings, and Placards* (Reference part 36 §§ 36.1501 and 36.1581, as modified):

(a) All procedures, weights, configurations, and information or data used to obtain the certified noise levels required to demonstrate compliance with this rule, including equivalent procedures used for flight, testing, and analysis, must be approved by the FAA.

(b) Noise levels achieved during type certification must be included in the approved portion of each Unmanned Aircraft Flight Manual for the subject aircraft. If an Unmanned Aircraft Flight Manual is not approved, the procedures and information must be furnished in a combination of manual material, markings, and placards approved by the FAA. The noise level information that must be included is as follows:

i. The noise level information must be one value for flyover as defined and required by these specifications; the value is determined at the maximum reference speed, weight and configuration in accordance with paragraph (6)(c) of this rule. The noise level value must also indicate the series from which it was determined.

ii. If supplemental operational noise level information is included in the approved portion of the Unmanned Aircraft Flight Manual, it must be segregated, identified as information that is provided in addition to the certified noise levels, and clearly distinguished from the information required by paragraph (30)(b)(i) of this rule.

iii. The following statement must be included in each approved manual near the listed noise level:

No determination has been made by the Federal Aviation Administration that the noise levels of this aircraft are or should be acceptable or unacceptable for operation at, into, or out of any location or environment that may be affected by operational noise.

(31) *Test Plan Preparation and Approval*: Prior to conducting any testing and data collection required by this rule, the applicant must prepare a test plan and obtain approval of it from the FAA's Aircraft Certification Service, Policy & Innovation Division (P&I) (or another FAA employee designated by the P&I Division).

(32) *Test Witnessing*: The FAA P&I (or another FAA employee designated by the P&I Division) must witness the test and data collection required by this rule for the results to be valid for certification. Other acoustic focals from FAA's Aircraft Certification Office and Acoustic Engineer(s) from the Office of Environment and Energy or Volpe National Transportation Systems Center may also be present to observe the tests.

(33) *Test Report Preparation and Approval*: The applicant must prepare a report that includes all of the findings and data required under this rule. The report must be approved by the FAA P&I Division (or another FAA employee designated by the P&I Division) as a part of the aircraft certification record.

Issued in Washington, DC.

Kevin Welsh,

Executive Director, Office of Environment and Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Action on a Proposed Highway Project in Wisconsin

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review of actions.

SUMMARY: The FHWA is issuing this notice to announce actions taken that are final Federal agency actions. The final agency actions relate to a proposed highway project, along United States Highway (US) 51 in Dane County, Wisconsin between Interstate 39/90 east of the city of Stoughton and US 12/18

in the city of Madison. Those actions grant approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before January 24, 2022. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such a claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: For FHWA, Bethaney Bacher-Gresock, Environmental Program and Project Specialist, FHWA Wisconsin Division Office, City Center West, 525 Junction Road, Suite 8000, Madison, WI 53717; email bethaney.bacher-gresock@dot.gov; telephone: (608) 662-2119. For Wisconsin Department of Transportation (WisDOT), Jeff Berens, WisDOT Project Manager, WisDOT SW-Region, Madison Office, 2101 Wright Street, Madison WI, 53704; email jeff.berens@dot.wi.gov; telephone: (608) 245-2656.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the WisDOT, proposes roadway improvements to US 51 on existing alignment in Dane County, Wisconsin between Interstate 39/90, east of the city of Stoughton, and US 12/18 in Madison.

The proposed improvement would include:

1. Reconstruction of 2-lane US 51 east of Stoughton.
2. Reconstruction of US 51 through Stoughton.
3. Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton.
4. Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements.
5. Urban 4-lane reconstruction in McFarland.
6. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI) for the project, approved on August 17, 2021 and in other documents in the FHWA project records. The EA, FONSI and other project records are available by contacting WisDOT or FHWA at the addresses provided in the "For Further Information Contact" section of this notice. The EA/FONSI may be viewed and downloaded from the project website at <https://>

wisconsin.gov/Pages/projects/by-region/sw/5139901218/reports.aspx.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128].

2. Section 7 of the Endangered Species Act of 1973 (ESA) [16 U.S.C. 1531–1544 and Section 1536].

3. National Historic Preservation Act of 1966, as amended (16 U.S.C. 470(f) *et seq.*)

4. Clean Air Act [42 U.S.C. 7401–7671 (q)].

5. Clean Water Act [Section 404, Section 401, Section 319].

6. Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303].

7. Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended.

8. Migratory Bird Treaty Act (MBTA) of 1918, as amended.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1).

Issued on: August 24, 2021.

Glenn Fulkerson,

Division Administrator, Federal Highway Administration, Madison, Wisconsin.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2021–0143]

Agency Information Collection Request Concerning Certain Motor Carrier Activities When Responding to Emergency Declarations Under OMB Review

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of request for emergency OMB approval.

SUMMARY: In compliance with the Paperwork Reduction Act (PRA) of 1995, this notice announces that the new Information Collection Request (ICR) discussed below has been

forwarded to the Office of Management and Budget (OMB) for review and an emergency approval of a new information collection. FMCSA would collect this information from motor carriers engaged in providing direct assistance in response to certain emergency declarations issued by the Agency to provide regulatory relief for such carriers in continued support of the Nation's coronavirus disease 2019 (COVID–19) recovery efforts. The ICR describes the nature of the information collection and their expected paperwork burdens. FMCSA requests that OMB approve this collection within 7 days.

DATES: Comments must be submitted on or before August 30, 2021.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent by August 30, 2021, to www.reginfo.gov/public/do/PRAMain. All comments received are part of the public record. Comments will generally be posted without change. Upon receiving the requested 6-month emergency approval by OMB, FMCSA will follow the normal PRA procedures to obtain extended approval for this proposed information collection.

FOR FURTHER INFORMATION CONTACT:

Larry W. Minor, Associate Administrator, Office of Policy, Department of Transportation, Federal Motor Carrier Safety Administration, 6th Floor, West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; 202–366–4012; larry.minor@dot.gov. Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

SUPPLEMENTARY INFORMATION:

Title: Acknowledgement of use of COVID–19 Emergency Declaration Relief.

OMB Control Number: 2126–TBD.

Type of Request: Request for emergency approval of an information collection.

Respondents: Motor carriers that operate under the terms of the extended COVID–19 Emergency Declaration No. 2020–002.

Estimated Total Respondents: 203,894.

Estimated Total Responses: 1,223,364 for 6 months.

Estimated Burden Hours: 305,841 for 6 months.

Estimated Burden per Response: 15 minutes per response.

Frequency: Monthly for 6 months.

Background

FMCSA issued Emergency Declaration No. 2020–002 in response to the March 13, 2020, declaration of a

national emergency under 42 U.S.C. 5191(b) related to COVID–19, and the immediate risk COVID–19 presents to public health and welfare. FMCSA modified Emergency Declaration 2020–002 to expand and remove categories of supplies, equipment, and persons covered by the Emergency Declaration to respond to changing needs for emergency relief. On May 26, 2021, FMCSA extended the modified Emergency Declaration No. 2020–002 and associated regulatory relief through August 31, 2021, in accordance with 49 CFR 390.25. FMCSA continued the exemption and associated regulatory relief in accordance with 49 CFR 390.25, because the presidentially declared emergency remained in place and because a continued exemption was needed to support direct emergency assistance for some supply chains. This extension of the expanded modified Emergency Declaration addresses conditions that create a need for immediate transportation of essential supplies and provides necessary relief from the Federal Motor Carrier Safety Regulations (FMCSRs) for motor carriers and drivers.

In accordance with the expanded modified Emergency Declaration No. 2020–002, motor carriers and drivers providing direct assistance in support of relief efforts related to the COVID–19 public health emergency are granted emergency relief from certain portions of 49 CFR parts 390 through 399 of the FMCSRs, except as restricted in the Emergency Declaration. Direct assistance means transportation and other relief services provided by a motor carrier or its driver(s) incident to the immediate restoration of essential services (such as medical care) or essential supplies related to COVID–19 during the emergency. The notice extending the declaration provides a list of relief services and essential supplies.

Neither the Emergency Declaration nor the regulations covering Emergency Declarations (found in 49 CFR 390.23 and 390.25) require that motor carriers or drivers operating under the Emergency Declaration report their operation to FMCSA. As a result, FMCSA does not know how many motor carriers or drivers are relying on the Emergency Declaration. Given the unprecedented period that the expanded modified Emergency Declaration No. 2020–002 has now been in place, FMCSA has determined that it is necessary to seek information on the number of motor carriers and drivers relying upon Emergency Declaration No. 2020–002, and any subsequent extension currently in effect, to evaluate the need for future