

Activities,” issued February 10, 1998, and revised January 27, 2016, the FAA accepted consensus standards for the certification of light-sport aircraft.

Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing and revising these standards. In the final rule, the FAA stated the agency would continue to participate in revising the consensus standards at an interval no longer than every two years (69 FR 44787). Each review cycle results in a revision to or reapproval of the consensus standard. A revision changes the technical content of the consensus standard, while a reapproval indicates a review cycle has been completed with no technical changes.

Each consensus standard is issued under a fixed designation (*e.g.*, F2245). A number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses following the year of original adoption or revision indicates the year of last reapproval. For example, F2242–05(2013) designates a standard that was originally adopted (or revised) in 2005 and reapproved in 2013. A superscript epsilon ( $\epsilon$ ) after the reapproval year indicates an editorial change since the last revision or reapproval. The FAA only issues a notice of availability for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (*i.e.*, superscript epsilon [ $\epsilon$ ]) are accepted by the FAA without notice.

#### Comments on Previous Notice of Availability

The FAA last published a notice of availability of new and revised consensus standards in the **Federal Register** on October 3, 2018 (83 FR 49971; corrected October 22, 2018, 83 FR 53358). In the notice, the FAA requested public comments on two new and two revised consensus standards. The comment period closed on December 3, 2018. The FAA received no comments.

#### Consensus Standards in This Notice of Availability

The FAA has participated in the development process for the consensus standards presented in this notice of availability and reviewed these standards for compliance with the regulatory requirements of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft rule. Any light-sport aircraft that has

been designed, manufactured, and operated in accordance with these and previously accepted consensus standards provides the public with an appropriate level of safety.

Manufacturers who chose to produce and certificate these aircraft under 14 CFR 21.190 or 21.191 must state that the aircraft meets the provisions of the latest FAA-accepted consensus standards for light sport aircraft.

The FAA maintains a listing of the FAA-accepted consensus standards for light-sport aircraft on the following website: [http://www.faa.gov/aircraft/gen\\_av/light\\_sport/](http://www.faa.gov/aircraft/gen_av/light_sport/).

#### Effective Period of Use for Previous Consensus Standards

The following previously-accepted consensus standards have been revised. This notice announces the FAA's acceptance of the revisions. Either the previous revision or the current revision may be used for initial airworthiness certification of light-sport aircraft until February 23, 2023. This period will allow aircraft that have started the initial airworthiness certification process using the previous revision to complete that process. After February 23, 2023, manufacturers must use the current revision and must identify the current revision in the manufacturer's statement of compliance for initial airworthiness certification of light-sport aircraft unless the FAA publishes a notification otherwise.

The following consensus standards may not be used after February 23, 2023:

ASTM Designation F2245–16c, Standard Specification for Design and Performance of a Light Sport Airplane  
ASTM Designation F2339–17, Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft

#### The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for certification under the provisions of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft rule. These consensus standards become effective February 23, 2022 and may be used unless the FAA publishes a notification otherwise:

ASTM Designation F2245–20, Standard Specification for Design and Performance of a Light Sport Airplane  
ASTM Designation F2339–19a, Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft  
ASTM Designation F3409–19, Standard Practice for Simplified Aircraft Loads Determination

#### Availability

ASTM International, 100 Barr Harbor Drive, Post Office Box C700, West Conshohocken, PA 19428–2959, copyrights these consensus standards. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or via the ASTM website at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Joe Koury, Staff Manager for Committee F37 on Light-Sport Aircraft: (610) 832–9804, [jkoury@astm.org](mailto:jkoury@astm.org).

Issued in Washington, DC on February 16, 2022.

**Brian E. Cable,**

Manager, Systems Policy Branch, Policy and Innovation Division, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2021–0126]

#### Agency Information Collection Activities; Renewal of an Approved Information Collection: Financial Responsibility Motor Carriers, Freight Forwarders, and Brokers

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. The purpose of this ICR, titled “Financial Responsibility Motor Carriers, Freight Forwarders, and Brokers,” is to provide registered motor carriers, property brokers, and freight forwarders a means of meeting financial responsibility filing requirements. This ICR sets forth the financial responsibility documentation requirements for motor carriers, freight forwarders, and brokers as a result of the Agency's jurisdictional statutes.

**DATES:** Comments on this notice must be received on or before March 25, 2022.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lorenzo Allen, Lead Transportation Specialist, Office of Registration & Safety Information, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 385–2465, [lorenzo.allen@dot.gov](mailto:lorenzo.allen@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Financial Responsibility Motor Carriers, Freight Forwarders, and Brokers.

*OMB Control Number:* 2126–0017.

*Type of Request:* Renewal.

*Respondents:* For-hire Motor Carriers, Brokers, and Freight Forwarders.

*Estimated Number of Respondents:* 200,147.

*Estimated Time per Response:* The estimated average burden per response for Form BMC–40 is 40 hours. The estimated average burden per response for forms BMC–34, 35, 36, 82, 83, 84, 85, 91, and 91X is 10 minutes per form. In addition, form BMC–32 takes 10 minutes.

*Expiration Date:* February 28, 2022.

*Frequency of Response:* Certificates of insurance, surety bonds, and trust fund agreements are required when the transportation entity first registers with FMCSA and then when such coverages are changed or replaced by these entities. Notices of cancellation are required only when such certificates of insurance, surety bonds, or trust fund agreements are cancelled. The BMC–40 is filed only when a motor carrier or freight forwarder seeks approval from FMCSA to self-insure its bodily injury and property damage (BI & PD) and/or cargo liability coverage.

*Estimated Total Annual Burden:* 49,439 hours.

*Background:* The Secretary of Transportation (Secretary) is authorized to register for-hire motor carriers of property and passengers under the provisions of 49 U.S.C. 13902, surface freight forwarders under the provisions of 49 U.S.C. 13903, and property brokers under the provisions of 49 U.S.C. 13904. These persons may conduct transportation services only if they are registered pursuant to 49 U.S.C. 13901. The registration remains valid only as long as these transportation entities

maintain, on file with FMCSA, evidence of the required levels of financial responsibility pursuant to 49 U.S.C. 13906. FMCSA regulations governing the financial responsibility requirements for these entities are found at 49 CFR part 387. The Secretary has delegated authority pertaining to these requirements to FMCSA. The information collected from these forms are summarized and displayed in FMCSA’s Licensing and Information system.

**Forms for Endorsements, Certificates of Insurance and Other Evidence of BI & PD Liability and Cargo Liability Financial Responsibility**

Forms BMC–91 and BMC–91X, titled “Motor Carrier Automobile Bodily Injury and Property Damage Liability Certificate of Insurance,” and Form BMC–82, titled “Motor Carrier Bodily Injury Liability and Property Damage Liability Surety Bond Under 49 U.S.C. 13906,” provide evidence of the required coverage for BI & PD liability. A Form BMC–91X filing is required when a carrier’s insurance is provided by multiple companies instead of just one. Form BMC–34, titled “Household Goods Motor Carrier Cargo Liability Certificate of Insurance,” and Form BMC–83, titled “Household Goods Motor Carrier Cargo Liability Surety Bond Under 49 U.S.C. 13906,” establish a carrier’s compliance with the Agency’s cargo liability requirements. Only household goods (HHG) motor carriers and HHG freight forwarders are required to file evidence of cargo insurance with FMCSA. §§ 387.303T(c), 387.403T(c). Form BMC–90, titled “Endorsement for Motor Carrier Policies of Insurance for Automobile Bodily Injury and Property Damage Liability Under Section 13906, Title 49 of the United States Code,” and Form BMC–32, titled “Endorsement for Household Goods Motor Carrier Policies of Insurance for Cargo Liability Under 49 U.S.C. 13906,” are executed by the insurance company, attached to the BI & PD or cargo liability insurance policy, respectively, and forwarded to the motor carrier or freight forwarder.

**Requirement To Obtain Surety Bond or Trust Fund Agreement**

Form BMC–84, titled “Broker’s or Freight Forwarder’s Surety Bond Under 49 U.S.C. 13906,” and Form BMC–85, titled “Broker’s or Freight Forwarder’s Trust Fund Agreement under 49 U.S.C. 13906 or Notice of Cancellation of the Agreement,” are filed by brokers or freight forwarders to comply with the requirement that they must have a \$75,000 surety bond or trust fund agreement in effect before FMCSA will

issue property broker or freight forwarder operating authority registration.

**Cancellation of Prior Filings**

Form BMC–35, titled “Notice of Cancellation Motor Carrier Insurance under 49 U.S.C. 13906,” Form BMC–36, titled “Motor Carrier and Broker’s Surety Bonds under 49 U.S.C. 13906 Notice of Cancellation,” and Form BMC–85, titled “Broker’s or Freight Forwarder’s Trust Fund Agreement under 49 U.S.C. 13906 or Notice of Cancellation of the Agreement,” can be used to cancel prior filings.

**Self-Insurance**

Motor carriers and freight forwarders can also apply to FMCSA to self-insure BI & PD and/or cargo liability in lieu of filing certificates of insurance or surety bonds with the FMCSA. Form BMC–40 is the application used by motor carriers to apply for self-insurance authority.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

**Thomas P. Keane,**

*Associate Administrator.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA–2021–0089]

**Agency Information Collection Activities; Renewal Information Collection Request; National Consumer Complaint Database**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval and invites public comment. This renewal collection of information is for the