

**OFFICE OF THE UNITED STATES
TRADE REPRESENTATIVE**

**Reallocation of Unused Fiscal Year
2021 Tariff-Rate Quota Volume for Raw
Cane Sugar**

AGENCY: Office of the United States
Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative (USTR) is providing notice of country-by-country reallocations of the fiscal year (FY) 2021 in-quota quantity of the World Trade Organization (WTO) tariff-rate quota (TRQ) for imported raw cane sugar.

DATES: This notice is applicable on November 4, 2021.

FOR FURTHER INFORMATION CONTACT: Erin Nicholson, Office of Agricultural Affairs, at 202–395–9419, or *Erin.H.Nicholson@ustr.eop.gov*.

SUPPLEMENTARY INFORMATION: Pursuant to Additional U.S. Note 5 to Chapter 17 of the Harmonized Tariff Schedule of the United States (HTSUS), the United States maintains WTO TRQs for imports of raw cane and refined sugar.

Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a TRQ for any agricultural product among supplying countries or customs areas. The President delegated this authority to the U.S. Trade Representative under Presidential Proclamation 6763 (60 FR 1007).

On July 9, 2020, the Secretary of Agriculture established the FY 2021 TRQ for imported raw cane sugar at the minimum amount to which the United States committed to pursuant to the WTO Uruguay Round Agreements (1,117,195 metric tons raw value (MTRV) (*conversion factor:* 1 metric ton = 1.10231125 short tons). On July 22, 2020, USTR provided notice of country-by-country allocations of the FY 2021 in-quota quantity of the WTO TRQ for imported raw cane sugar. On July 9, 2021, USTR announced that it had determined to reallocate 76,571 MTRV of the original TRQ quantity from those countries that had stated they did not plan to fill their FY 2021 allocated raw cane sugar quantities. On August 24, 2021, the Secretary of Agriculture announced an additional in-quota quantity of the WTO TRQ for raw cane sugar for the remainder of FY 2021 in the amount of 90,100 MTRV. In the same notice, the Secretary of Agriculture announced that all sugar entering the United States under the FY 2021 raw cane sugar TRQ would be permitted to enter U.S. customs territory

through October 31, 2021, a month later than the usual last entry date. On August 26, 2021, USTR provided notice of country-by-country allocations of the FY 2021 in-quota additional quantity of the WTO TRQ for imported raw cane sugar. Based on consultations with quota holders, USTR has determined to reallocate 29,440 MTRV of the overall FY 2021 raw cane sugar TRQ quantity from those countries that have stated they do not plan to fill their FY 2021 allocated raw cane sugar quantities. USTR is allocating the 29,440 MTRV to the following countries in the amounts specified below:

Country	FY 2021 raw sugar unused reallocation (MTRV)
Argentina	1,629
Australia	3,145
Belize	417
Bolivia	303
Brazil	5,494
Colombia	909
Costa Rica	568
Dominican Republic	6,668
Ecuador	417
El Salvador	985
Eswatini (Swaziland)	606
Fiji	341
Guatemala	1,819
Guyana	455
Honduras	379
India	303
Malawi	379
Mauritius	455
Mozambique	493
Nicaragua	796
Peru	1,553
South Africa	871
Zimbabwe	455

The Secretary of Agriculture also has determined that all sugar entering the United States under the FY 2021 raw sugar TRQ will be permitted to enter U.S. Customs territory through December 31, 2021, extended from the previously announced date of October 31, 2021.

These allocations are based on the countries' historical shipments to the United States. The allocations of the raw cane sugar WTO TRQ to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin and certificates for quota eligibility must accompany imports from any country for which an allocation has been provided.

Greta Peisch,

General Counsel, Office of the United States Trade Representative.

[FR Doc. 2021–24095 Filed 11–3–21; 8:45 am]

BILLING CODE 3390–F2–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2020–1051]

**Agency Information Collection
Activities: Requests for Comments;
Clearance of New Approval of
Information Collection: Unmanned
Aircraft Systems (UAS) BEYOND and
Partnership for Safety Plan (PSP)
Programs**

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 for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 30, 2021. The collection involves data and report submissions by State, local and tribal participants in the UAS BEYOND program (BEYOND), and by industry participants in the Partnership for Safety Plan (PSP) program. BEYOND and PSP participants will also conduct qualitative, non-statistical surveys of the general public. The information to be collected will be used to inform FAA policy and decision-making regarding integrating UAS into the National Airspace System or to build FAA knowledge of best practices and lessons learned to share with UAS operators.

DATES: Written comments should be submitted by December 6, 2021.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to *oira_submission@omb.eop.gov*, or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Corbin Jones by email at: *corbin.t.jones@faa.gov*; phone: 202–641–8950.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of

information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-XXXX.

Title: *Unmanned Aircraft Systems (UAS) BEYOND and Partnership for Safety Plan (PSP).*

Form Numbers:

The data collection instruments to be used for the BEYOND and PSP programs are program specific, and will not include official form numbers. The instruments include:

- PSP Quarterly Reports
- BEYOND Semi-Annual Reports
- BEYOND Final Reports
- PSP Final Reports
- BEYOND Program Withdrawal Reports
- UAS Characteristics Reports
- UAS Monthly Operational Flight Reports
- UAS Maintenance Reports
- UAS Flight Anomaly Reports
- UAS Test Data Reports
- Legacy Societal and Economic Data Reports
- UAS Societal and Economic Data Reports
- Community Engagement Reports
- Community Engagement Tool

Type of Review: New information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 30, 2021 (86 FR 16653). The background and burden information within this **Federal Register** Notice has been updated to reflect feedback received from the Bureau of Transportation Statistics and internal FAA reviewers in order to clarify information pertaining to the collections and to update burden estimations based upon expectations of the programs. The data collected during the BEYOND and PSP programs is delineated as part of the Memorandum of Agreement (MOA) or Memorandum of Understanding (MOU) each participant signs with the FAA, and entered into under the authority of 49 U.S.C. 106(l) and (m).

The purpose of the BEYOND and PSP programs is for the Federal Aviation Administration (FAA) to work with state, local and tribal (SLT) governments (BEYOND) and private UAS operators (PSP) to work toward full, safe

integration of UAS into the national airspace system (NAS). There are eight SLT governments in the BEYOND program and seven industry participants in the PSP program. The programs have multiple data collections that serve different purposes to help the FAA achieve the goals.

First, there are narrative reports that will provide qualitative, non-statistical data that will inform the FAA of operational trends, highlight successes and failures and their causes, and describe challenges and lessons learned. These narrative reports are meant to inform the FAA of progress being made, to identify where there are challenges or gaps in understanding, and to help the FAA make policy and resource decisions. The data will be supplied by the eight SLT governments in the BEYOND program, and the seven industry operators in the PSP program. The collection instruments include:

- (1) PSP Quarterly Reports
- (2) BEYOND Semi-Annual Reports
- (3) BEYOND Final Reports
- (4) PSP Final Reports
- (5) BEYOND Program Withdrawal Reports

Second, there are systems and operations data submissions which will provide both quantitative and qualitative information about the program participants' aircraft, flights, corrective maintenance actions, off-nominal flight events, and UAS testing activities. The submissions are not statistical in nature but are designed to supply data that will help inform policy and standards related to UAS pilots flying their aircraft beyond their visual line of sight. The data will be supplied by the eight SLT governments in the BEYOND program, and the seven industry operators in the PSP program. The collection instruments include:

- (6) UAS Characteristics Reports
- (7) UAS Monthly Operational Flight Reports
- (8) UAS Maintenance Reports
- (9) UAS Flight Anomaly Reports
- (10) UAS Test Data Reports

Third, there are societal and economic data submissions that will provide qualitative and quantitative data regarding the potential societal and economic impacts of participant UAS operations. These are non-statistical reports that provide insight into the types of societal and economic benefits or detriments the participants' UAS operations are having on their communities and their business operations compared to non-UAS (legacy) operations. These submissions will help to inform FAA policy and decision-making toward integrating

different types of operations into the NAS, and to inform discussions with the public on the potential benefits of using UAS. The data will be supplied by the eight SLT governments in the BEYOND program, and the seven industry operators in the PSP program. The collection instruments include:

- (11) Legacy Societal and Economic Data Reports
- (12) UAS Societal and Economic Data Reports

Fourth, there is a community engagement component to the programs which includes two separate, but related, collections. One of these is the reports that will provide qualitative and quantitative data regarding the participants' community outreach activities, including the types of activities, the targeted audiences, and the types and quantity of feedback received. The reports will include any raw data collected using questionnaires or surveys. These submissions are not statistical in nature, but will provide valuable information to the FAA that will inform community engagement best practices and lessons learned which can be shared with the public. The data will be supplied by the eight SLT governments in the BEYOND program, and the seven industry operators in the PSP program. The collection instruments include:

- (13) Community Engagement Reports

The other piece of the community engagement component is the Community Engagement Tool, which will include a potential burden on the general public. The Community Engagement Tool was developed by the FAA as an optional aid for program participants that includes general and operation-specific questions related to UAS operations. The BEYOND and PSP participants may choose to use any of the pertinent sample survey questions when developing their own questionnaires to survey the general public in their communities. The tool includes questions on general knowledge of UAS and sentiments toward potential benefits or drawbacks of UAS operations. The Community Engagement Tool is intended to help the program participants develop simple questionnaires with no intended utility other than gaining insight into the general public's experience with, and opinions of, UAS operations. No statistical analysis or inference will be performed other than tabulation of responses. Results may be used to help develop lessons learned or best practices for other UAS stakeholders pertaining to community engagement activities.

(14) Community Engagement Tool
Respondents: Depending on the submission, the respondents include three groups:
 1. Business or other for-profit—PSP participants only
 2. State, Local or Tribal Government—BEYOND participants only

3. Individuals or Households
 See the table below for details.
Frequency: The frequency depends on the report or form. See the table below for details.
Estimated Average Burden per Response: Depending on the submission, the overall estimated

average burden per response varies from 5 minutes to 80 hours. See the table below for details.
Estimated Total Annual Burden: The estimated total annual burden for all submissions is 33,756.05 hours. See the table below for a breakdown by collection instrument.

Report/form	Affected public	Frequency	Number of respondents	Total number of responses	Estimated average burden per response (hours)	Estimated total annual burden (hours)
Narrative Reports						
PSP Quarterly Reports ...	Business or other for-profit, PSP participants only	Quarterly	7.00	28.00	80.00	2,240.00
BEYOND Semi-Annual Reports.	State, Local or Tribal Government, BEYOND participants only.	Semi-Annually	8.00	16.00	80.00	1,280.00
PSP Final Reports	Business or other for-profit, PSP participants only	One-Time Submission ...	7.00	2.33	40.00	93.20
BEYOND Final Reports ..	State, Local or Tribal Government, BEYOND participants only.	One-Time Submission ...	8.00	2.67	40.00	106.80
BEYOND Program Withdrawal Reports.	State, Local or Tribal Government, BEYOND participants only.	One-Time Submission ...	8.00	2.67	40.00	106.80
Narrative Reports Sub-Totals			38.00	51.67	74.06	3,826.80
Systems and Operations Data						
UAS Monthly Operational Flight Reports.	Business or other for-profit—PSP participants only, and State, Local or Tribal Government—BEYOND participants only.	Monthly	15.00	180.00	1.00	180.00
UAS Maintenance Reports.	Business or other for-profit—PSP participants only, and State, Local or Tribal Government—BEYOND participants only.	Monthly	15.00	180.00	1.00	180.00
UAS Test Data Reports (optional).	Business or other for-profit—PSP participants only, and State, Local or Tribal Government—BEYOND participants only.	Ad hoc	15.00	15.00	0.08	1.25
UAS Anomaly Reports	Business or other for-profit—PSP participants only, and State, Local or Tribal Government—BEYOND participants only.	On Occasion—Assuming 10 annually per participant.	15.00	150.00	1.00	150.00
UAS Aircraft Characteristics Submissions.	Business or other for-profit—PSP participants only, and State, Local or Tribal Government—BEYOND participants only.	On Occasion—for each New Aircraft—Assuming average 25 annual submissions.	15.00	375.00	0.20	75.00
Systems and Operations Data Sub-Totals			75.00	900.00	0.65	586.25
Societal and Economic Data						
Legacy Societal and Economic Data Reports (PSP participants).	Business or other for-profit—PSP participants only	Quarterly	7.00	28.00	1.00	28.00
UAS Societal and Economic Data Reports (PSP participants).	Business or other for-profit—PSP participants only	Quarterly	7.00	28.00	1.00	28.00
Legacy Societal and Economic Data Reports (BEYOND participants).	State, Local or Tribal Government—BEYOND participants only.	Semi-Annually	8.00	16.00	1.00	16.00
UAS Societal and Economic Data Reports (BEYOND participants).	State, Local or Tribal Government—BEYOND participants only.	Semi-Annually	8.00	16.00	1.00	16.00
Societal and Economic Data Sub-Totals			30.00	88.00	1.00	88.00
Community Engagement						
Community Engagement Data Reports (PSP participants).	Business or other for-profit—PSP participants only	Quarterly	7.00	28.00	2.00	56.00
Community Engagement Data Reports (BEYOND participants).	State, Local or Tribal Government—BEYOND participants only.	Semi-Annually	8.00	16.00	2.00	32.00
Community Engagement Tool (optional).	Individuals or Households	On Occasion	175,005.00	175,005.00	0.17	29,167.00
Community Engagement Sub-Totals			175,020.00	175,049.00	0.17	29,255.00
Totals			175,163.00	176,088.67	0.19	33,756.05

Issued in Washington, DC, on November 1, 2021.

Corbin T. Jones,

*Acting Manager, BEYOND Program,
Unmanned Aircraft Systems Integration
Office, Federal Aviation Administration.*

[FR Doc. 2021-24083 Filed 11-3-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2021-0009]

Petition for Exemption; Summary of Petition Received; Erickson Helicopters

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before November 24, 2021.

ADDRESSES: Send comments identified by docket number FAA-2021-0627 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to

<http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Tiffany Jackson (202-267-3796) Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Caitlin Locke,

Acting Executive Deputy Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2021-0627.

Petitioner: Erickson Helicopters.

Section(s) of 14 CFR Affected:

§ 141.35(d)(2) and 141.35(e).

Description of Relief Sought: The petitioner requests an exemption from 14 CFR 141.35 (d)(2) and (e) to hire a chief instructor at Erickson Helicopters. The relief requested would allow a chief instructor to administer a course of training other than those leading to the issuance of a private pilot certificate or rating, or an instrument rating or a rating with instrument privileges, without the required minimum of 1,000 hours dual instruction provided. The requested relief would also allow the designation of chief instructor for a ground school course without one year of experience as a ground school instructor at a certificated pilot school.

[FR Doc. 2021-24059 Filed 11-3-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2010-0049]

North County Transit District's Request for Positive Train Control Safety Plan Approval and System Certification

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that the North County Transit District (SDNX) submitted its Positive Train Control Safety Plan (PTCSP), Version 3.0, dated September 30, 2021, to FRA's Secure Information Repository. SDNX asks FRA to approve its amendment to its PTCSP and issue a Positive Train Control System Certification as a Mixed System for SDNX's Interoperable Electronic Train Management System (I-ETMS). **DATES:** FRA will consider comments received by January 3, 2022 before taking final action on the PTCSP. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA-2010-0049. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/train-control/ptc/ptc-annual-and-quarterly-reports>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT: Mr. Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816-516-7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In its PTCSP, SDNX asserts that the I-ETMS it is implementing is designed as a mixed PTC system as defined in Title 49 Code of Federal Regulations (CFR) 236.1015(e). The PTCSP describes SDNX's I-ETMS implementation and the associated I-ETMS safety processes, safety analyses, and test, validation, and verification processes used during the development of I-ETMS. The PTCSP also contains SDNX's operational and support requirements and procedures.

SDNX's PTCSP and the accompanying request for approval and system certification are available for review online at www.regulations.gov (Docket Number FRA-2010-0049) and in person at DOT's Docket Operations Facility, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.