

submitted during the 2018–2022 charter terms), and constraints on the resources to support and engage with the ITACs:

- Dividing the current Industry Trade Advisory on Forest Products, Building Materials, Construction, and Nonferrous Metals into two separate committees with amended names: Industry Trade Advisory Committee on Critical Minerals and Nonferrous Metals (ITAC 5), and Industry Trade Advisory Committee on Forest Products and Building Materials (new ITAC 8).

- Changing the name of the ITAC on Small and Minority Business (ITAC 8) to the Industry Trade Advisory Committee on Small, Minority, and Woman-led Business to more accurately reflect the full scope of the ITAC's work.

- Establishing a Committee of Chairs of the ITACs to facilitate cross-sharing of information and provide a powerful tool to gather timely cross-cutting input across sectors.

This restructuring would result in 12 sectoral ITACs and 3 functional ITACs for the new four-year charter term, and an ITAC Committee of Chairs. The proposed slate of ITACs:

*Committee of Chairs of the Industry Trade Advisory Committees*

ITAC 1: Aerospace Equipment

ITAC 2: Automotive Equipment and Capital Goods

ITAC 3: Chemicals, Pharmaceuticals, Health/Science Products and Services

ITAC 4: Consumer Goods

ITAC 5: Critical Minerals and Nonferrous Metals

ITAC 6: Digital Economy

ITAC 7: Energy and Energy Services

ITAC 8: Forest Products and Building Materials

ITAC 9: Small, Minority, and Woman-led Business

ITAC 10: Services

ITAC 11: Steel

ITAC 12: Textiles and Clothing

ITAC 13: Customs Matters and Trade Facilitation

ITAC 14: Intellectual Property Rights

ITAC 15: Standards and Technical Trade Barriers

## II. Request for Comments/Submission Instructions

In accordance with Section 135(c)(2)(A) (19 U.S.C. 2155(c)(2)) of the Trade Act, we invite written comments on the proposed changes to the slate of ITACs for the 2022–2026 charter term. The deadline for submitting comments is December 29, 2021.

All submissions must be in English and sent electronically via *Regulations.gov* using docket number USTR–2021–0022. To submit comments, locate the docket (folder) by

entering the number USTR–2021–0022 in the ‘enter keyword or ID’ window at the *Regulations.gov* home page and click ‘search.’ The site will provide a search-results page listing all documents associated with this docket. Locate the reference to this notice by selecting ‘notice’ under ‘document type’ on the left side of the search-results page, and click on the link entitled ‘comment’.

Please provide comments in an attached document prepared in (or compatible with) Microsoft Word (.doc) or Adobe Acrobat (.pdf) formats. If you prepare the submission in a compatible format, please indicate the name of the relevant software application in the ‘type comment’ field. You should name the file using the name of the person or entity submitting the comments. For further information on using *Regulations.gov*, please select ‘how to use *Regulations.gov*’ on the bottom of any page.

Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the comments themselves. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the comment itself, rather than submitting them as separate files.

As noted, USTR strongly urges commenters to submit comments through *Regulations.gov*. You must make any alternative arrangements before transmitting a document and in advance of the relevant deadline by contacting Ethan Holmes, Director of Private Sector Engagement, at [ethan.m.holmes@ustr.eop.gov](mailto:ethan.m.holmes@ustr.eop.gov).

USTR will place comments in the docket and they will be open to public inspection, except properly designated BCI. You can view comments on *Regulations.gov* by entering Docket Number USTR–2021–0022 in the ‘search’ field on the home page.

### Sirat Attapit,

*Assistant United States Trade Representative for Intergovernmental Affairs and Public Engagement, Office of the United States Trade Representative.*

[FR Doc. 2021–27537 Filed 12–20–21; 8:45 am]

**BILLING CODE 3290–F2–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2021–1159]

### Deadline for Notification of Intent To Use the Airport Improvement Program (AIP) Primary, Cargo, and Nonprimary Entitlement Funds Available to Date for Fiscal Year 2022.

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Federal Register notice.

**SUMMARY:** This action announces February 15, 2022, as the deadline for each airport sponsor to notify the FAA if it will use its Fiscal Year (FY) 2022 entitlement funds to accomplish Airport Improvement Program (AIP) eligible projects. Each sponsor has previously identified to the FAA such projects through the Airports Capital Improvement Plan process. This action further announces April 11, 2022, as the deadline for an airport sponsor to submit a final grant application, based on bids, for grants that will be funded with FY 2022 entitlements funds only.

**FOR FURTHER INFORMATION CONTACT:** David F. Cushing, Manager, Airports Financial Assistance Division, APP–500, at (202) 267–8827

**SUPPLEMENTARY INFORMATION:** Title 49 U.S.C. 47105(f) provides that the sponsor of an airport for which entitlement funds are apportioned shall notify the Secretary, by such time and in a form as prescribed by the Secretary, of the airport sponsor's intent to submit a grant application for its available entitlement funds. Therefore, the FAA is hereby notifying such airport sponsors of the steps required to ensure that the FAA has sufficient time to carry over and convert remaining entitlement funds.

The AIP grant program is authorized by Public Law 115–254, the “FAA Reauthorization Act of 2018,” enacted on October 5, 2018, which permits the FAA to make grants for planning and airport development and airport noise compatibility under the AIP through September 30, 2023. The funds allocated to the FAA to fund the AIP grant program are appropriated by an annual Appropriations Act. Funding for the FY 2022 AIP will be contingent upon the amounts appropriated by Congress and any requirements included in an annual Appropriations Act, once enacted. Apportioned funds will be subject to allocation formulas prescribed by 49 U.S.C. 47114 and any other applicable legislative text.

This notice applies only to sponsors of airports that have entitlement funds

appropriated for FY 2022 to use on eligible and justified projects. State aviation agencies participating in the FAA's State Block Grant Program, as prescribed by 49 U.S.C. 47128, are responsible for notifying the FAA which covered nonprimary airports in their programs will be using their entitlement funds for eligible and justified projects.

An airport sponsor intending to apply for any of its available entitlement funds, including those unused, but still available in accordance with 49 U.S.C. 47117 from prior years, must notify the FAA of its intent to submit a grant application by 12 p.m. prevailing local time on Tuesday, February 15, 2022.

This notice must be in writing and stipulate the total amount the sponsor intends to use for eligible and justified projects during FY 2022, including those entitlement funds not obligated from prior years that remain available in accordance with 49 U.S.C. 47117 (also known as protected carryover). These notifications are critical to ensure efficient planning and administration of the AIP. The final grant application deadline for entitlement funds only is Monday, April 11, 2022. The final grant application funding requests should be based on bids, not estimates. As prescribed under 49 U.S.C. 47117, the FAA will carryover the remainder of available entitlement funds after June 1, 2022. These funds will not be available again to the airport sponsor until the beginning of FY 2023. Dates are subject to possible adjustment based on future legislation. As of the publication of this notice, past appropriations for the FAA expired on September 30, 2021, and the FAA is currently under a Continuing Resolution (CR) until February 18, 2022. However, FAA authorizing legislation expires on September 30, 2023 and the FAA will continue its planning process during the current and any future CR.

The FAA has determined these deadlines will expedite and facilitate the FY 2022 grant-making process.

Issued in Washington, DC, on December 15, 2021.

**Robert John Craven,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2021-27533 Filed 12-20-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2021-0186]

#### Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Rosco Vision, Inc.

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

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) requests public comment on an application for exemption from Rosco Vision, Inc (Rosco) to allow motor carriers to operate commercial motor vehicles (CMVs) equipped with the company's Digital Camera Monitor System installed as an alternative to the two rear-vision mirrors required by the Federal Motor Carrier Safety Regulations (FMCSR).

**DATES:** Comments must be received on or before January 20, 2022.

**ADDRESSES:** You may submit comments identified by Docket Number FMCSA-2021-0186 using any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the instructions for submitting comments on the Federal electronic docket site.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.
- *Hand Delivery:* Ground Floor, Room W12-140, DOT Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday-Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

*Instructions:* All submissions must include the Agency name and docket number for this notice. For detailed instructions on submitting comments and additional information on the exemption process, see the "Public Participation" heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the "Privacy Act" heading for further information.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or to Room W12-

140, DOT Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Privacy Act:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

*Public participation:* The <http://www.regulations.gov> website is generally available 24 hours each day, 365 days each year. You may find electronic submission and retrieval help and guidelines under the "help" section of the <http://www.regulations.gov> website as well as the DOT's <http://docketsinfo.dot.gov> website. If you would like notification that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgment page that appears after submitting comments online.

**FOR FURTHER INFORMATION CONTACT:** Mr. José R. Cestero, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, MC-PSV, (202) 366-5541, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590-0001. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366-9826.

#### SUPPLEMENTARY INFORMATION:

##### Background

##### I. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from certain parts of the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA is required to publish notice of exemption requests in the **Federal Register** (49 U.S.C. 31315(b)(6)(A)). This notice seeks public comment on the request posted to the docket referenced above; the Agency takes no position on its merits. FMCSA will review the request and all comments submitted to the docket before deciding whether to grant or deny the exemption.

##### II. Rosco's Application for Exemption

Section 393.80(a) of the FMCSRs requires that each bus, truck, and truck-tractor be equipped with two rear-vision mirrors, one at each side. The mirrors must be positioned to reflect to the driver a view of the highway to the rear and the area along both sides of the CMV. Section 393.80(a) cross-references the National Highway Traffic Safety