

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 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: 2120-0009.

Title: Application for Pilot School Certification.

Form Numbers: 8420-8.

Type of Review: This is a renewal of an information collection.

Background: The information on FAA Form 8420-8, Application for Pilot School Certification, is required from applicants who wish certification as a pilot school with the associated ratings, or who wish to renew their pilot school certification. On previous renewals, the title of this information collection and notice was "Pilot Schools—FAR 141". We have revised the name of this information collection as the term "FAR" is no longer used to reference aviation regulations. Because of this change, and to add clarity, we are using the name of the FAA form 8420-8, Application for Pilot School Certification. Pilot schools are mandated to report information to the FAA and to keep specific records. Pilot schools train private, commercial, flight instructor, and airline transport pilots, along with training for associated ratings in various types of aircraft. The FAA form 8420-8 is necessary to assure continuing compliance with part 141, renewal of pilot school certificates every 24 months, and for any amendments to pilot school certificates.

The FAA is also making a burden adjustment to the number of pilot schools. Currently, this number is 527. We estimate 31 new applications for an original certification annually from applicants for a pilot school certificate. We estimate 263 applications for renewal annually. This figure represents approximately half of the current 527 certificated pilot schools.

Respondents: Respondents include new applications, renewals of the pilot school certification, and amendments to an existing pilot school.

Frequency: Every 24 months certificated pilot schools must renew their pilot school certification.

Estimated Average Burden per response: We anticipate 31 new applications at a rate of 0.5 hours for a

total of 15.5 hours. We also anticipate 263 applications for renewals at a rate of 0.5 hours for a total of 131.5 hours. Additionally, we estimate 20 applications for an amendment to their pilot school certificate at a rate of 0.5 hours for a total burden of 10.0 hours.

Estimated Total annual Burden: The cumulative total burden is estimated to be 157 hours per year.

Issued in Washington, DC, on October 21, 2021.

Jean M. Hardy,

Aviation Safety Inspector, Office of Safety Standards, General Aviation and Commercial Division, Training and Certification Group.

[FR Doc. 2021-23286 Filed 10-25-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The FAA is hosting a virtual Inclusive Language Summit to present and discuss recommendations the Agency has received that promote the institution of inclusive language throughout the FAA. The Summit will provide a platform for the public to comment and provide additional recommendations to the FAA as it develops an enterprise-wide initiative to adopt language that is both gender-neutral and inclusive. In the spirit of bringing all voices to the conversation, the FAA seeks participation from all members of the public; stakeholders in public agencies; academia; not-for profit institutions; individuals working in the area of diversity, equity, inclusion, and accessibility (DEIA); and the aerospace community. Input from a diverse audience will assist the FAA in developing policies, procedures and plans for implementation of terminology that is inclusive in nature in all aspects of FAA governance and oversight as well as in the international context under FAA's global leadership.

DATES: The virtual meeting will be held on November 10, 2021, from 10:00 a.m. to 12:30 p.m. Eastern Time.

Requests for accommodations to a disability must be received by November 1, 2021. Written comments or recommendations will be received until November 30, 2021.

ADDRESSES: This will be a virtual meeting and livestreamed on FAA's social media platforms for members of the public to observe. To observe, follow

FAA social media platforms on the day of the event at <https://www.facebook.com/FAA>, <https://www.youtube.com/FAANews>, or <https://twitter.com/FAANews>.

FOR FURTHER INFORMATION CONTACT:

Thomas Cuddy, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone (202) 267-5869; email: DEIA@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The FAA's mission is to provide the safest, most efficient aerospace system in the world. We strive to reach the next level of safety and efficiency and to demonstrate global leadership in how we safely integrate new users and technologies into our aerospace system. Because language matters, embracing diversity and inclusion will have a significant impact on bringing all voices into the conversation to help further the FAA's mission. To lead the aerospace industry into the next century, the FAA must actively promote values of DEIA. The words and language that we use in all communication channels, both for internal and external use, as well as rules, regulations and associated policies and guidance, must match this objective. If any individual employee, contractor or industry partner feels excluded or marginalized because of language or words, the work of the agency suffers and opportunities for achievement are diminished.

The FAA has initiated efforts to expand inclusive language across the Agency. In 2019, the FAA first tasked the Federal Women's Program to begin to develop recommendations for gender neutral language. Furthermore, in February 2021, the FAA tasked the Drone Advisory Committee (DAC) to develop recommendations for gender-neutral language as an alternative to gender specific terms currently used in the drone and aviation communities. The FAA also tasked DAC to take the lead to facilitate the adoption of gender-neutral language throughout the drone community and provide recommendations that organizations across the industry and community can implement. The DAC presented its recommendations to the FAA in June 2021 and they are posted on the FAA's DAC web page.¹ Please refer to page 110 of the June 2021 DAC meeting ebook for a recommended list of changes.

¹ See pages 97-136 of the Drone Advisory Committee Public e-Book at https://www.faa.gov/uas/programs_partnerships/drone_advisory_committee/media/DAC_Public_eBook_06_23_2021.pdf.

The FAA acknowledges that many of the terms that the DAC proposed to incorporate are not new words, nor are they new to aviation. The DAC's recommendations, in addition to other similar concurrent initiatives, have sparked a wider conversation across the Agency about formally embracing more inclusive language, including terminology that is gender-neutral. Replacing gender-based terms with new inclusive terminology is expected to create a more inclusive and accepting environment within the FAA and the aerospace industry as a whole. However, the FAA recognizes the importance of gathering public input on the proposed DAC terminology, as well as alternative terminology, that FAA should consider adopting in furtherance of its goal to ensure equality, which can only be accomplished through the elimination of bias and discrimination on the basis of sex, including the person's sexual orientation, gender identity, or pregnancy. The FAA notes that implementation of policies and plans related to the adoption of inclusive terminology may necessitate changes in legislation, as well as rules and regulations. However, the FAA is committed to ensuring FAA is both a workplace and a regulatory agency free of bias and discrimination in all practices.

II. Public Participation

The Inclusive Language Summit is open to the public. Members of the public will have an opportunity to provide feedback or additional recommendations to the Agency's proposal to adopt language that is more inclusive.

Members of the public are also welcome to submit written recommendations. Please send written documents to the email address in the **FOR FURTHER INFORMATION CONTACT** section.

In the spirit of bringing all voices to the conversation, the FAA seeks participation from all members of the public; stakeholders in public agencies; academia; not-for profit institutions; individuals working in the area of DEIA; and the aviation community. Input from a diverse audience will assist the FAA in developing policies and procedures that are inclusive in nature and strengthen the FAA's goal of becoming an employer of choice and the Agency's mission to be a global aerospace leader.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language,

interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may submit comments and questions for the FAA's consideration to the email address listed in the **FOR FURTHER INFORMATION CONTACT** section. On the day of the event participants will be given the opportunity to ask questions in near real time through a link provided on the FAA's social media pages located in the **ADDRESSES** section.

Issued in Washington, DC.

Timothy R. Adams,
Acting Executive Director, Office of Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-1998-4334; FMCSA-2000-7165; FMCSA-2001-9561; FMCSA-2003-14504; FMCSA-2003-15892; FMCSA-2004-18885; FMCSA-2005-20027; FMCSA-2005-20560; FMCSA-2005-21254; FMCSA-2005-21711; FMCSA-2006-24783; FMCSA-2006-25246; FMCSA-2006-26066; FMCSA-2007-27333; FMCSA-2007-27515; FMCSA-2007-27897; FMCSA-2007-28695; FMCSA-2008-0021; FMCSA-2008-0398; FMCSA-2009-0086; FMCSA-2009-0121; FMCSA-2010-0082; FMCSA-2010-0161; FMCSA-2010-0187; FMCSA-2010-0201; FMCSA-2010-0327; FMCSA-2010-0372; FMCSA-2010-0385; FMCSA-2011-0010; FMCSA-2011-0057; FMCSA-2011-0092; FMCSA-2011-0102; FMCSA-2011-0141; FMCSA-2011-0142; FMCSA-2011-0189; FMCSA-2012-0040; FMCSA-2012-0279; FMCSA-2012-0280; FMCSA-2013-0021; FMCSA-2013-0025; FMCSA-2013-0027; FMCSA-2013-0029; FMCSA-2013-0030; FMCSA-2013-0165; FMCSA-2014-0010; FMCSA-2014-0300; FMCSA-2014-0304; FMCSA-2014-0305; FMCSA-2015-0048; FMCSA-2015-0049; FMCSA-2015-0052; FMCSA-2015-0053; FMCSA-2015-0350; FMCSA-2016-0028; FMCSA-2016-0033; FMCSA-2016-0210; FMCSA-2016-0213; FMCSA-2016-0214; FMCSA-2017-0016; FMCSA-2017-0018; FMCSA-2017-0019; FMCSA-2017-0022; FMCSA-2017-0023; FMCSA-2019-0006; FMCSA-2019-0008; FMCSA-2019-0011; FMCSA-2019-0013]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions for 102 individuals from the vision requirement

in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these individuals to continue to operate CMVs in interstate commerce without meeting the vision requirement in one eye.

DATES: Each group of renewed exemptions were applicable on the dates stated in the discussions below and will expire on the dates provided below.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Viewing Comments

To view comments go to www.regulations.gov. Insert the docket number, FMCSA-1998-4334, FMCSA-2000-7165, FMCSA-2001-9561, FMCSA-2003-14504, FMCSA-2003-15892, FMCSA-2004-18885, FMCSA-2005-20027, FMCSA-2005-20560, FMCSA-2005-21254, FMCSA-2005-21711, FMCSA-2006-24783, FMCSA-2006-25246, FMCSA-2006-26066, FMCSA-2007-27333, FMCSA-2007-27515, FMCSA-2007-27897, FMCSA-2007-28695, FMCSA-2008-0021, FMCSA-2008-0398, FMCSA-2009-0086, FMCSA-2009-0121, FMCSA-2010-0082, FMCSA-2010-0161, FMCSA-2010-0187, FMCSA-2010-0201, FMCSA-2010-0327, FMCSA-2010-0372, FMCSA-2010-0385, FMCSA-2011-0010, FMCSA-2011-0057, FMCSA-2011-0092, FMCSA-2011-0102, FMCSA-2011-0141, FMCSA-2011-0142, FMCSA-2011-0189, FMCSA-2012-0040, FMCSA-2012-0279, FMCSA-2012-0280, FMCSA-2013-0021, FMCSA-2013-0025, FMCSA-2013-0027, FMCSA-2013-0029, FMCSA-2013-0030, FMCSA-2013-0165, FMCSA-2014-0010, FMCSA-2014-0300, FMCSA-2014-0304, FMCSA-2014-0305, FMCSA-2015-0048, FMCSA-2015-0049, FMCSA-2015-0052, FMCSA-2015-0053, FMCSA-2015-0350, FMCSA-2016-0028, FMCSA-2016-0033, FMCSA-2016-0210, FMCSA-2016-0213, FMCSA-2016-0214, FMCSA-2017-0016, FMCSA-2017-