

FOR FURTHER INFORMATION CONTACT: Tip Stinnette by email at tip.stinnette@faa.gov or phone at 202–768–5642.

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.

OMB Control Number: 2120–XXXX.

Title: Runway to Recovery Recommendations to Help Airports and Airlines Mitigate the Risks of COVID–19 Transmission.

Form Numbers: None.

Type of Review: Emergency approval of an information collection.

Background: The FAA is developing this collection to gather information on the United States' implementation of measures by airports and airlines to mitigate COVID–19-related risks and to restore aviation, in accordance with recommendations in the joint federal agency guidance *Runway to Recovery: The United States Framework for Airlines and Airports to Mitigate the Public Health Risks of Coronavirus*.¹ As described in *Runway to Recovery*, the adoption of the mitigation measures by airports and airlines is vital to reducing the spread of the virus in the air transportation system and restoring the confidence of passengers and the aviation workforce in air travel, both of which are critical to the recovery of the aviation industry. The information collection will help to identify the specific mitigation measures used by airports and airlines to stop the spread of COVID–19 and to assess the impact these measures are having on aviation safety and operations, reduction of public health risk, and security and resiliency of the air transport system.

FAA is conducting this information collection on behalf of agencies that issued *Runway to Recovery*: Department of Transportation, Department of Homeland Security, and Department of Health and Human Services.

As provided under 5 CFR 1320.13, DOT is requesting emergency processing for this new collection of information as specified in the PRA and its implementing regulations. DOT cannot

reasonably comply with normal clearance procedures because an appropriate response to the COVID–19 public health emergency requires immediate action to ensure the safety and welfare of the traveling public. Upon OMB approval of its emergency clearance request, FAA will follow the normal clearance procedures for this information collection.

Use: FAA will use this information to update the International Civil Aviation Organization (ICAO) on the progress of U.S. airports and airlines implementing safety, security, and public health measures to mitigate risks associated with COVID–19. FAA will share the collected information with the federal agencies that issued *Runway to Recovery* (Departments of Transportation, Homeland Security and Health and Human Services). FAA will also share the collected information with airports and airlines.

The collected data will be used to:

- Assess the extent to which airports and airlines have implemented the recommended mitigation practices in the *Runway to Recovery* document;
- Help identify the impact of these practices on aviation safety and operations, reduction of public health risk, and the security and resiliency of the air transportation system;
- Better understand potential barriers airports and airlines are facing when they implement these recommendations; and
- Identify success stories and additional practices that airports and airlines are using to help prevent the spread of the virus, inspire confidence among the traveling public, and further ensure the safety of passengers and the aviation workforce.

Based on collected data, FAA, DOT, DHS, or HHS may recommend changes and/or additions to the mitigation measures identified in the *Runway to Recovery* document.

Respondents: Approximately 520 airport owners/managers and 60 airline representatives.

Frequency: Information will be collected approximately every 2 months over a 6-month period.

Estimated Average Burden per Response: 20–25 minutes.

Estimated Total Annual Burden: 60–75 minutes per respondent.

Issued in Washington, DC.

Roberto Gonzalez,

Deputy Director, Foundational Business, Flight Standards, Office of Aviation Safety.

[FR Doc. 2020–23069 Filed 10–16–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation: Notice of Availability and Request for Comment on the Draft Environmental Assessment for Issuing a Launch Operator License to Virgin Orbit, LLC for LauncherOne Operations From Andersen Air Force Base, Guam

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for comment.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comment on the Draft Environmental Assessment for Issuing a Launch Operator License to Virgin Orbit, LLC for LauncherOne Operations from Andersen Air Force Base, Guam (Draft EA).

DATES: Comments must be received on or before November 16, 2020.

ADDRESSES: Comments should be mailed to Leslie Grey, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591. Comments may also be submitted by email to VOLauncherOne@icf.com.

FOR FURTHER INFORMATION CONTACT: Leslie Grey, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (907) 227–2113; email leslie.grey@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA is evaluating Virgin Orbit, LLC's (VO's) proposal to conduct 747 carrier vehicle operations from Andersen Air Force Base (AFB), Guam and conduct LauncherOne rocket operations over the Pacific Ocean east of Guam for the purposes of transporting small satellites into a variety of low earth orbits, which would require the FAA to issue a launch license. Issuing a launch license is considered a federal action subject to environmental review under NEPA. Under the Proposed Action, the FAA would issue a launch license to VO, which will authorize VO to operate LauncherOne from Andersen AFB to conduct 25 launches over the next 5 years (2021–2025), with a maximum of

¹ U.S. DOT, HHS, DHS, *Runway to Recovery: The United States Framework for Airlines and Airports to Mitigate the Public Health Risks of Coronavirus* (July 2020), available at <https://www.transportation.gov/briefing-room/runway-recovery>.

10 launches per year in any one year over the 5-year period.

Alternatives under consideration include the Proposed Action and No Action Alternative. Under the No Action Alternative, the FAA would not issue a launch license to VO for LauncherOne operations from Andersen AFB.

The Draft EA evaluates the potential environmental impacts from the Proposed Action and No Action Alternative on air quality; biological resources; climate; coastal resources; Department of Transportation Act Section 4(f); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; nature resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's health and safety risks; visual effects (including light emissions); and water resources.

The FAA has posted the Draft EA on the FAA Office of Commercial Space Transportation website: https://www.faa.gov/space/environmental/nepa_docs/.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EA. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC, on: October 13th, 2020.

Daniel Murray,

Manager, Safety Authorization Division.

[FR Doc. 2020–23099 Filed 10–16–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

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

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans).

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final. The actions relate to the proposed Better Market Street Project (Federal-aid project number BUILDL–5934(180)) in the City of San Francisco, County of San Francisco, State of California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, 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 March 18, 2021. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period applies.

FOR FURTHER INFORMATION CONTACT: For Caltrans: Tom Holstein, Senior Environmental Planner, Caltrans District 4 Office of Local Assistance, 12th Floor, 111 Grand Avenue, Oakland, CA 94623

Office Hours: 8:00 a.m.–5:00 p.m., Pacific Standard Time, telephone (510) 286–6371 or email tom.holstein@dot.ca.gov. For FHWA, contact David Tedrick at (916) 498–5024 or email david.tedrick@dot.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, FHWA assigned, and Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California.

San Francisco Public Works, in coordination with the Citywide Planning Division of the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, the San Francisco Public Utilities Commission, and the San Francisco County Transportation Authority, proposes to make Market Street safer and more efficient for all modes of transportation by reducing conflicts between transit, paratransit, taxis, commercial vehicles, cyclists, and pedestrians. The project includes changes to and replacement/modification of: Roadway configuration; traffic signals; surface transit; bicycle and pedestrian facilities; commercial and passenger loading; vehicular parking; and utilities. The project corridor consists primarily of the 2.2 miles of Market Street between Octavia Boulevard and the Embarcadero in the City and County of San Francisco. The actions by the Federal agencies, and the

laws under which such actions were taken, are described in the Final Environmental Assessment with Finding of No Significant Impact and Final Section 4(f) Evaluation for the project, issued September 11, 2020, and in other documents in Caltrans' project records. The FEA, FONSI, Final Section 4(f) Evaluation, and other project records are available by contacting Caltrans at the addresses provided above. The FEA, FONSI, Final Section 4(f) Evaluation, and other project records can be viewed and downloaded from the project website at <http://www.bettermarketstreetsf.org/your-part-environmental-review.html>.

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. Council on Environmental Quality Regulations
2. National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 *et seq.*
3. Federal-Aid Highway Act of 1970, 23 U.S.C. 109
4. MAP–21, the Moving Ahead for Progress in the 21st Century Act, (Pub. L. 112–141)
5. Clean Air Act Amendments of 1990 (CAAA)
6. Clean Water Act of 1977 and 1987
7. Federal Water Pollution Control Act of 1972 (see Clean Water Act of 1977 and 1987)
8. Federal Land Policy and Management Act of 1976 (Paleontological Resources)
9. Noise Control Act of 1972
10. Safe Drinking Water Act of 1944, as amended
11. Endangered Species Act of 1973
12. Executive Order 11990, Protection of Wetlands
13. Executive Order 13112, Invasive Species
14. Executive Order 13186, Migratory Birds
15. Fish and Wildlife Coordination Act of 1934, as amended
16. Migratory Bird Treaty Act
17. Water Bank Act Wetlands Mitigation Banks, ISTEA 1991, Sections 1006–1007
18. Wildflowers, Surface Transportation and Uniform Relocation Act of 1987 Section 130
19. Coastal Zone Management Act of 1972
20. Coastal Zone Management Act Reauthorization Amendments of 1990
21. Executive Order 11988, Floodplain Management
22. Department of Transportation (DOT) Executive Order 5650.2—