

our proposals in the *FNPRM*. We expect to consider the economic impact on small entities as part of review of comments filed in response to the *FNPRM* and this IFRA.

F. Federal Rules That May Duplicate, Overlap, or Conflict With the Proposed Rules

60. None.

III. Procedural Matters

61. *Regulatory Flexibility Act*. The RFA, requires that an agency prepare a regulatory flexibility analysis for notice-and-comment rulemaking proceedings, unless the agency certifies that “the rule will not, if promulgated, have a significant economic impact on a substantial number of small entities.” Accordingly, the Commission has prepared an IRFA concerning potential rule and policy changes contained in this *FNPRM*.

62. *Paperwork Reduction Act*. This document contains proposed new or modified information collection requirements. The Commission, as part of its continuing effort to reduce paperwork burdens, invites the general public and the Office of Management and Budget (OMB) to comment on the information collection requirements contained in this document, as required by the Paperwork Reduction Act of 1995, Public Law 104–13. In addition, pursuant to the Small Business Paperwork Relief Act of 2002, Public Law 107–198, see 44 U.S.C. 3506(c)(4), we seek specific comment on how we might further reduce the information collection burden for small business concerns with fewer than 25 employees.

63. *Comment Period and Filing Requirements*. Pursuant to §§ 1.415 and 1.419 of the Commission’s rules, 47 CFR 1.415, 1.419, interested parties may file comments and reply comments on or before the dates indicated on the first page of this document. Comments may be filed using the Commission’s ECFS. See *Electronic Filing of Documents in Rulemaking Proceedings*, 63 FR 24121 (May 1, 1998).

- *Electronic Filers*: Comments may be filed electronically using the internet by accessing the ECFS: <http://www.fcc.gov/ecfs/>.

- *Paper Filers*: Parties who choose to file by paper must file an original and one copy of each filing.

- Filings can be sent by commercial overnight courier, or by first-class or overnight U.S. Postal Service mail. All filings must be addressed to the Commission’s Secretary, Office of the Secretary, Federal Communications Commission.

- Commercial overnight mail (other than U.S. Postal Service Express Mail and Priority Mail) must be sent to 9050 Junction Drive, Annapolis Junction, MD 20701.

- U.S. Postal Service first-class, Express, and Priority mail must be addressed to 45 L Street NE, Washington, DC 20554.

64. Effective March 19, 2020, and until further notice, the Commission no longer accepts any hand or messenger delivered filings. This is a temporary measure taken to help protect the health and safety of individuals, and to mitigate the transmission of COVID–19. See *FCC Announces Closure of FCC Headquarters Open Window and Change in Hand-Delivery Policy*, Public Notice, 35 FCC Rcd 2788, 2788–89 (OS 2020), <https://www.fcc.gov/document/fcc-closes-headquarters-open-window-and-changes-hand-delivery-policy>.

65. *People with Disabilities*: To request materials in accessible formats for people with disabilities (braille, large print, electronic files, audio format), send an email to fcc504@fcc.gov or call the Consumer & Governmental Affairs Bureau at 202–418–0530 (voice), 202–418–0432 (TTY).

66. The proceeding this *FNPRM* initiates shall be treated as a “permit-but-disclose” proceeding in accordance with the Commission’s *ex parte* rules. Persons making *ex parte* presentations must file a copy of any written presentation or a memorandum summarizing any oral presentation within two business days after the presentation (unless a different deadline applicable to the Sunshine period applies). Persons making oral *ex parte* presentations are reminded that memoranda summarizing the presentation must (1) list all persons attending or otherwise participating in the meeting at which the *ex parte* presentation was made, and (2) summarize all data presented and arguments made during the presentation. If the presentation consisted in whole or in part of the presentation of data or arguments already reflected in the presenter’s written comments, memoranda or other filings in the proceeding, the presenter may provide citations to such data or arguments in his or her prior comments, memoranda, or other filings (specifying the relevant page and/or paragraph numbers where such data or arguments can be found) in lieu of summarizing them in the memorandum. Documents shown or given to Commission staff during *ex parte* meetings are deemed to be written *ex parte* presentations and must be filed consistent with rule § 1.1206(b). In proceedings governed by

rule § 1.49(f) or for which the Commission has made available a method of electronic filing, written *ex parte* presentations and memoranda summarizing oral *ex parte* presentations, and all attachments thereto, must be filed through the electronic comment filing system available for that proceeding, and must be filed in their native format (e.g., .doc, .xml, .ppt, searchable .pdf). Participants in this proceeding should familiarize themselves with the Commission’s *ex parte* rules.

67. *Contact Person*. For further information about this proceeding, please contact Jordan Reth, FCC Wireline Competition Bureau, Competition Policy Division, at (202) 418–1418, or Jordan.Reth@fcc.gov.

IV. Ordering Clauses

68. Accordingly, *it is ordered* that, pursuant to sections 1, 3, 4, 201–205, 251, and 303(r) of the Communications Act of 1934, 47 U.S.C. 151, 153, 154, 201–205, 251, 303(r), and section 6(a) of the TRACED Act, Public Law 116–105, sec. 6(a)(1)–(2), 133 Stat. 3274, 3277 (2019), this *Further Notice of Proposed Rulemaking* is adopted.

69. *It is further ordered* that the Commission’s Consumer and Governmental Affairs Bureau, Reference Information Center, shall send a copy of this *Further Notice of Proposed Rulemaking*, including the Initial Regulatory Flexibility Analysis, to the Chief Counsel for Advocacy of the Small Business Administration.

Federal Communications Commission.

Katura Jackson,

Federal Register Liaison Officer.

[FR Doc. 2021–18175 Filed 9–13–21; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 531, 533, 536, and 537

[NHTSA–2021–0053, NHTSA–2021–0054]

RIN 2127–AM34

Public Hearing for Corporate Average Fuel Economy Standards for Model Years 2024–2026 Passenger Cars and Light Trucks

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notification of public hearing.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is

announcing a virtual public hearing to be held October 13, 2021, on its proposal for the “Corporate Average Fuel Economy Standards for Model Years 2024–2026 Passenger Cars and Light Trucks,” which was signed on August 5, 2021, and published in the **Federal Register** on September 3, 2021. This hearing also allows the public to provide oral comments regarding the Draft Supplemental Environmental Impact Statement that accompanies the proposal. An additional session will be held on October 14, if necessary, to accommodate the number of people who sign up to provide oral comments. NHTSA is proposing to revise the corporate average fuel economy (CAFE) standards for passenger cars and light trucks for model years 2024 through 2026 to make the standards more stringent.

DATES: NHTSA will hold a virtual public hearing on October 13, 2021. An additional session will be held on October 14, if necessary, to accommodate the number of people who sign up to testify. Please refer to the **SUPPLEMENTARY INFORMATION** section for additional information on the public hearing.

ADDRESSES: The public hearing will be held virtually on October 13, 2021. An additional session will be held on October 14, if necessary, to accommodate the number of people who sign up to testify. The hearing will convene at 9:30 a.m. Eastern time and will conclude when the last pre-registered speaker has testified but no later than 8:00 p.m. Eastern time. All hearing attendees, including those who do not intend to provide testimony, should preregister by October 7, 2021. The link to register will be available at <https://www.nhtsa.gov/cafe>. Additional information regarding the hearing appears below under **SUPPLEMENTARY INFORMATION**.

FOR FURTHER INFORMATION CONTACT: To register to attend the hearing, please contact NHTSA’s Office of Communications at NHTSA.Communication@dot.gov. To speak to someone about the proposal, please contact Vinay Nagabhushana, Fuel Economy Division, Office of Rulemaking, NHTSA, at (202) 366–1452.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to revise the corporate average fuel economy (CAFE) standards for passenger cars and light trucks built in model years 2024 through 2026 to make the standards more stringent. On January 20, 2021, President Biden issued Executive Order 13990, “Protecting Public Health and the

Environment and Restoring Science to Tackle the Climate Crisis,” directing NHTSA to consider whether to propose suspending, revising, or rescinding the standards previously set forth under the “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks,” promulgated in April 2020 (hereafter, “the 2020 final rule”). The 2020 final rule set standards that increased at a rate of 1.5 percent per year for this time period. Based on our updated assessment, NHTSA is proposing, under the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act, to revise the CAFE standards to be more stringent than the 2020 final rule standards in each model year for 2024 through 2026. In addition, NHTSA is also proposing certain technical amendments to clarify and streamline our compliance regulations. The proposed revised standards would conserve much more energy, save much more fuel, and thus save consumers money and improve our nation’s energy security over time. The “Corporate Average Fuel Economy Standards for Model Years 2024–2026 Passenger Cars and Light Trucks” proposal was signed on August 5, 2021, and was published in the **Federal Register** on September 3, 2021 (86 FR 49602). The proposal and accompanying documents are available in Docket ID No. NHTSA–2021–0053. A notice of availability for the accompanying Draft Supplemental Environmental Impact Statement (Draft SEIS) was published in the **Federal Register** on August 20, 2021 (86 FR 46847). The Draft SEIS is available on NHTSA’s CAFE website, <https://www.nhtsa.gov/cafe>, and is also available in Docket ID No. NHTSA–2021–0054. The public comment period for the proposed rule is scheduled to conclude on October 26, 2021.

Participation in Virtual Public Hearing

Please note that NHTSA is deviating from its typical approach for public hearings. Because of current CDC recommendations, as well as state and local orders for social distancing to limit the spread of COVID–19, NHTSA is not holding in-person public meetings at this time.

NHTSA will begin pre-registering speakers for the hearing upon publication of this document in the **Federal Register**. To register to speak at the virtual hearing, please follow the instructions below. The last day to pre-register to speak at the hearing will be October 7, 2021.

- *To watch the hearing (without providing oral comments):* Click the link

at <https://www.nhtsa.gov/cafe> and register. Indicate NO on the registration page that you do not wish to provide testimony. Within 24 hours of registering, you will be emailed your link to join.

- *To comment at the hearing:* Click the link at <https://www.nhtsa.gov/cafe> and register by October 7. Indicate YES on the registration page that you would like to provide comments. Within 24 hours of registering, you will be emailed your link to join. Additionally, you will receive an email on October 11 with your approximate time to testify, and additional information about how to turn on your audio and camera to comment. We recommend you join via a computer, but if you are unable to do so, an option to join via phone will also be provided in that email.

If you do not receive your confirmation email(s), or have further questions about this hearing, please email NHTSA.Communication@dot.gov. NHTSA is committed to providing equal access to this event for all participants. Closed captioning will be available. People with disabilities who need additional accommodations should send a request to NHTSA.Communication@dot.gov no later than October 7.

Each commenter will have 3 minutes to provide oral testimony. NHTSA may ask clarifying questions during the oral presentations but will not respond to the presentations at that time. NHTSA recommends submitting the text of your oral comments as written comments to the rulemaking docket or to the Draft SEIS docket, as appropriate. Written statements and supporting information submitted during the comment period will be considered with the same weight as oral comments and supporting information presented at the public hearing. If identical comments are submitted by the same commenter more than once to the docket, NHTSA does not consider those comments to carry more weight than if they had been submitted only once. If the oral testimony is specifically intended to reference the Draft SEIS, please mention that in your opening remarks.

Please note that any updates made to any aspects of the hearing logistics, including any change to the date of the hearing or a potential additional session on October 14, 2021, will be posted on NHTSA’s website, <https://www.nhtsa.gov/cafe>. While NHTSA expects the hearing to go forward as set forth above, please monitor our website or contact us via the email address listed in the **FOR FURTHER INFORMATION CONTACT** section to determine if there are any updates. NHTSA does not intend to publish a document in the

Federal Register announcing updates. Finally, NHTSA will post a video of the hearing at <http://www.nhtsa.gov/cafe> and will make a transcript of the hearing available in the rulemaking docket as soon as practicable.

How can I get copies of the proposed action, the Draft Supplemental Environmental Impact Statement, and other related information?

NHTSA has established a docket for the proposal under Docket ID No. NHTSA–2021–0053 and a separate docket for the Draft SEIS at Docket ID No. NHTSA–2021–0054. Relevant documents and information can also be accessed at NHTSA’s CAFE website, at <https://www.nhtsa.gov/cafe>. Please refer to the notice of proposed rulemaking for detailed information on accessing information related to the proposal and the Draft SEIS.

Issued on September 9, 2021, in Washington, DC, under authority delegated in 49 CFR 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2021–19799 Filed 9–10–21; 11:15 am]

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DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 22

[Docket No. FWS–HQ–MB–2020–0023; FF09M2200–212–FXMB12320900000]

RIN 1018–BE70

Eagle Permits; Incidental Take

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Advance notice of proposed rulemaking; request for comments.

SUMMARY: The U.S. Fish and Wildlife Service (Service, or we) seeks public and regulated-community input on potential approaches for further expediting and simplifying the permit process authorizing incidental take of eagles. This document also advises the public that the Service may, as a result of public input, prepare a draft environmental review pursuant to the National Environmental Policy Act of 1969, as amended. We are furnishing this advance notice of proposed rulemaking to advise other agencies and the public of our intentions and obtain suggestions and information on the scope of issues to include in the environmental review. Public and regulated community responses will be used to improve and make more

efficient the permitting process for incidental take of eagles in a manner that is compatible with the preservation of bald and golden eagles.

DATES: You may submit comments on or before October 29, 2021. We will consider all comments on this advance notice of proposed rulemaking, including the scope of the draft environmental review, that are received or postmarked by that date. Comments received or postmarked after that date will be considered to the extent practicable.

ADDRESSES: You may submit written comments by one of the following methods:

Electronically: Go to the Federal e-Rulemaking Portal: <http://www.regulations.gov>. Search for FWS–HQ–MB–2020–0023, which is the docket number for this document, and follow the directions for submitting comments.

By hard copy: Submit by U.S. mail to: Public Comments Processing, Attn: FWS–HQ–MB–2020–0023, U.S. Fish and Wildlife Service, MS: PRB/3W, 5275 Leesburg Pike, Falls Church, VA 22041–3803.

We request that you send comments by only one of the methods described above. We will post all information received on <http://www.regulations.gov>. This generally means that we will post any personal information you provide us (see Public Availability of Comments, below, for more information).

FOR FURTHER INFORMATION CONTACT:

Jerome Ford, Assistant Director, Migratory Birds, at 202–208–1050. Individuals who use a telecommunications device for the deaf (TDD) may call the Federal Relay Service at 800–877–8339.

SUPPLEMENTARY INFORMATION: This advance notice of proposed rulemaking seeks comment on several approaches that could potentially underpin a more streamlined eagle incidental-take-permitting framework that we first established in 2009. Specifically, the Service is interested in comments clarifying specific aspects of the current permitting process that hinder permit application, processing, or implementation. The Service is also seeking recommendations for additional guidance the Service could develop that would reduce the time and/or cost associated with applying for and implementing long-term, eagle incidental take permits under existing regulations. The Service further invites recommendations for targeted revisions that could be made to existing regulations consistent with the overall permitting framework that would

reduce the time and/or cost associated with applying for and processing long-term permits for incidental take of eagles. Finally, the Service is interested in comments regarding potential new regulatory approaches to authorizing incidental take under the Eagle Act, particularly for projects that can be shown in advance to have minimal impacts on eagles, that would reduce the time and/or cost associated with applying for and operating under long-term permits for the incidental take of eagles.

I. Background

The Bald and Golden Eagle Protection Act (Eagle Act; 16 U.S.C. 668–668d) prohibits take of bald eagles and golden eagles except pursuant to Federal regulations. Service regulations in title 50 of the Code of Federal Regulations, consistent with the Eagle Act (16 U.S.C. 668c), define “take” as to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb (50 CFR 22.3). The Eagle Act authorizes the Secretary of the Interior to issue regulations to permit the taking of eagles for various purposes, provided the taking is compatible with the preservation of the bald eagle or the golden eagle. Regulations at 50 CFR 22.3 define “compatible with the preservation of the bald eagle or the golden eagle” as “consistent with the goals of maintaining stable or increasing breeding populations in all eagle management units [EMUs] and the persistence of local populations throughout the geographic range of each species.” Permits for the incidental, or unintentional, take of eagles were established in 2009 (74 FR 46877, Sep. 11) to authorize incidental take of bald and golden eagles that results from a broad spectrum of activities, such as utility infrastructure, energy development, construction, operation of airports, and resource recovery (50 CFR 22.26).

In 2016, the Service published a final rule (81 FR 91494, Dec. 16, 2016) revising the regulations to lengthen the maximum permit tenure from 5 years to 30 years and require a review of permit implementation periodically throughout the lifetime of the permit at intervals no longer than 5 years. For most projects, the Service assumes the actual take at a project will be less than the level of take initially authorized under a permit, which will result in a reduction in required offsetting mitigation measures over time. This is because initial estimates of eagle fatalities are purposely conservative to reduce the likelihood of a permittee exceeding their authorized level of take, and to ensure