

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:**

Sandy Liu by email at: [sandy.liu@faa.gov](mailto:sandy.liu@faa.gov); phone: 202–267–4748.

**SUPPLEMENTARY INFORMATION:** The collection involves the noise certification regulations of 14 CFR part 36 for aircraft. This includes information collection requirements for the noise certification of subsonic aircraft—jet airplanes and subsonic transport category large airplanes, small propeller driven airplanes and rotorcraft. The information collected are the results of noise certification tests that demonstrate compliance with 14 CFR part 36. The original information collection was implemented to show compliance in accordance with the Aircraft Noise Abatement Act of 1968; that statute is now part of the overall codification of the FAA’s regulatory authority over aircraft noise in 49 U.S.C. 44715. The noise compliance report is used by the FAA in making a finding that the airplane is in noise compliance with the regulations. These compliance reports are required only once when an applicant wants to certificate an aircraft type. Without this data collection, the FAA would be unable to make the required noise certification compliance finding.

**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:** 2120–0659.

**Title:** Noise Certification Standards for Subsonic Jet Airplanes and Subsonic Transport Category Large Airplanes.

**Form Numbers:** None.

**Type of Review:** Renewal of an information collection.

**Background:** The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 8, 2023 (FR 29801). The aircraft noise information collected are the results of noise certification tests that

demonstrate compliance with 14 CFR part 36. The original information collection was implemented to show compliance in accordance with the Aircraft Noise Abatement Act of 1968; that statute is now part of the overall codification of the FAA’s regulatory authority over aircraft noise in 49 U.S.C. 44715. For this renewal, the FAA proposes to maintain this PRA collection at 14 total noise certification projects per year. Each applicant’s collected information is incorporated into a noise compliance report that is provided to and approved by the FAA. The noise compliance report is used by the FAA in making a finding that the airplane is in noise compliance with the regulations. These compliance reports are required only once when an applicant wants to certificate an aircraft type. Without this data collection, the FAA would be unable to make the required noise certification compliance finding.

**Respondents:** Aircraft manufacturer/applicant seeking type certification;

**Frequency:** Estimated 15 total applicants per year;

**Estimated Average Burden per Response:** Estimated 200 hours per applicant for the compliance report;

**Estimated Total Annual Burden:** \$20,160 per applicant or cumulative total \$302,400 per year for 15 applicants.

Issued in Washington, DC, on December 28, 2023.

**Sandy Liu,**

*Engineer, Office of Environment and Energy, Noise Division (AEE–100).*

[FR Doc. 2023–28897 Filed 1–2–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No.: FAA–2022–0547; Summary Notice No.–2023–48]

#### Petition for Exemption; Summary of Petition Received; Equinox Innovative Systems

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

**ACTION:** Notice; extension of comment period.

**SUMMARY:** On December 14, 2023, the Federal Aviation Administration (FAA) published a notice in the **Federal Register** containing a summary of a petition from Equinox Innovative Systems seeking relief from specified requirements of Federal Aviation Regulations. The FAA is extending the

comment period for this petition for exemption to allow commenters additional time to analyze the petition and prepare a response.

**DATES:** The comment period for the notice published December 14, 2023 at 88 FR 86718 and scheduled to close on January 3, 2024, is extended until January 10, 2024. Comments on this petition must identify the petition docket number.

**ADDRESSES:** Send comments identified by docket number FAA–2022–0547 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://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 <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <https://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:** Alexander Kem at (202) 267–7571, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on December 28, 2023.

**Brandon Roberts,**

*Executive Director, Office of Rulemaking.*

### Petition for Exemption

*Docket No.:* FAA–2022–0547.

*Petitioner:* Equinox Innovative Systems.

*Section(s) of 14 CFR Affected:* §§ 21 Subpart H, 61.3(a)(1)(i), 91.103(b)(2), 91.105, 91.107, 91.119, 91.121, 91.151(b), 91.405(a), 91.407(a)(1), 91.409(a)(1), 91.409(a)(2), 91.417(a), and 91.417(b).

*Description of Relief Sought:* On December 14, 2023, the FAA published in the **Federal Register** a notice seeking comment regarding a petition for exemption from Equinox Innovative Systems (88 FR 86718). The petitioner seeks an exemption to conduct commercial flight operations with the Falcon Heavy tethered unmanned aircraft system (UAS). The comment period for this petition for exemption was to close January 3, 2024.

Subsequently, the FAA received a request from the Transport Workers Union of America (TWU) to extend the comment period. The TWU noted its vested interest in this petition for exemption, and further noted the upcoming Federal holidays during which its offices would be closed. Given that this petition could be precedent setting and lead to similar exemption requests from other petitioners, the TWU requested an extension to ensure ample time to scrutinize and respond to this petition.

The FAA grants the petitioner's request for an extension of the comment period. The FAA recognizes the precedent-setting potential of the petition for exemption and that an extension would help commenters craft complete and thoughtful responses. The FAA agrees that a one-week extension is appropriate. With this extension, the comment period will now close on January 10, 2024. The FAA will not grant any additional requests to further extend the comment period for this petition for exemption.

### *Extension of Comment Period*

This notice extends the comment period for Notice No. 23–48, published December 14, 2023, at 88 FR 86718 from January 3, 2024 until January 10, 2024.

[FR Doc. 2023–28952 Filed 1–2–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2023–0025]

### Qualification of Drivers; Exemption Applications; Hearing

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA announces its decision to exempt 10 individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. The exemptions enable these hard of hearing and deaf individuals to operate CMVs in interstate commerce.

**DATES:** The exemptions are applicable on January 3, 2024. The exemptions expire on January 3, 2026.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, [fmcamedical@dot.gov](mailto:fmcamedical@dot.gov). 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](http://www.regulations.gov). Insert the docket number (FMCSA–2023–0025) in the keyword box and click “Search.” Next, sort the results by “Posted (Older–Newer),” choose the first notice listed, and click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through 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.

##### *B. Privacy Act*

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption requests. 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 (Federal Docket Management System), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>, the comments are searchable by the name of the submitter.

## **II. Background**

On November 24, 2023, FMCSA published a notice announcing receipt of applications from 10 individuals requesting an exemption from the hearing requirement in 49 CFR 391.41(b)(11) to operate a CMV in interstate commerce and requested comments from the public (88 FR 82499). The public comment period ended on December 26, 2023, and one comment was received.

FMCSA has evaluated the eligibility of these applicants and determined that granting exemptions to these individuals would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved by complying with § 391.41(b)(11).

The physical qualification standard for drivers regarding hearing found in § 391.41(b)(11) states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5–1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971), respectively).

## **III. Discussion of Comments**

FMCSA received one comment in this proceeding. An anonymous individual commented in favor granting the individuals listed in this notice a hearing exemption as they believe being deaf should not negatively impact an individual's ability to drive commercially.

## **IV. Basis for Exemption Determination**

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be