

in the **Federal Register** and notify Covered Plans of any subsequent material changes to the processes within 30 days of the effective date of such changes. QPAMs that have already satisfied this requirement in PTE 2025–03 are deemed to have satisfied the same condition of this exemption.

Exemption Date: This exemption will be in effect for the period beginning on May 5, 2026, through May 5, 2035.

Signed at Washington, DC, this 30th day of April 2026.

Christopher Motta,

Acting Director, Office of Exemption Determinations, Employee Benefits Security Administration, U.S. Department of Labor.

[FR Doc. 2026–08625 Filed 5–1–26; 8:45 am]

BILLING CODE 4510–29–P

DEPARTMENT OF LABOR

Agency Information Collection Activities; Submission for OMB Review; Comment Request; Report of Construction Contractor's Wage Rates

ACTION: Notice of availability; request for comments.

SUMMARY: The Department of Labor (DOL) is submitting this Wage and Hour Division (WHD)-sponsored information collection request (ICR) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). Public comments on the ICR are invited.

DATES: The OMB will consider all written comments that the agency receives on or before June 3, 2026.

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. 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: Nicole Bouchet by telephone at 202–693–0213, or by email at DOL_PRA_PUBLIC@dol.gov.

SUPPLEMENTARY INFORMATION: Form WD–10 is used by the U.S. Department of Labor to solicit construction project data from contractor associations, contractors and unions. The wage data is used to determine locally prevailing wages under the Davis-Bacon and Related Acts. A pre-survey, WD–10A, identifies contacts for wage data. For additional substantive information about this ICR, see the related notice

published in the **Federal Register** on Feb. 25, 2026 (91 FR 9300).

Comments are invited on: (1) whether the collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (2) the accuracy of the agency's estimates of the burden and cost of the collection of information, including the validity of the methodology and assumptions used; (3) ways to enhance the quality, utility and clarity of the information collection; and (4) ways to minimize the burden of the collection of information on those who are to respond, including the use of automated collection techniques or other forms of information technology.

This information collection is subject to the PRA. A Federal agency generally cannot conduct or sponsor a collection of information, and the public is generally not required to respond to an information collection, unless the OMB approves it and displays a currently valid OMB Control Number. In addition, notwithstanding any other provisions of law, no person shall generally be subject to penalty for failing to comply with a collection of information that does not display a valid OMB Control Number. See 5 CFR 1320.5(a) and 1320.6.

DOL seeks PRA authorization for this information collection for three (3) years. OMB authorization for an ICR cannot be for more than three (3) years without renewal. The DOL notes that information collection requirements submitted to the OMB for existing ICRs receive a month-to-month extension while they undergo review.

Agency: DOL–WHD.

Title of Collection: Report of Construction Contractor's Wage Rates.

OMB Control Number: 1235–0015.

Affected Public: Private Sector—Businesses or other for-profits.

Total Estimated Number of Respondents: 276.

Total Estimated Number of Responses: 2,854.

Total Estimated Annual Time Burden: 950 hours.

Total Estimated Annual Other Costs Burden: \$0.

(Authority: 44 U.S.C. 3507(a)(1)(D).)

Nicole Bouchet,

Senior Paperwork Reduction Act Analyst.

[FR Doc. 2026–08562 Filed 5–1–26; 8:45 am]

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NATIONAL TRANSPORTATION SAFETY BOARD

Investigative Hearing

AGENCY: National Transportation Safety Board.

ACTION: Announcement of public hearing.

SUMMARY: A recent airplane accident in Louisville, Kentucky, has motivated this investigative hearing.

DATES: Tuesday, May 19, 2026, 8:00 a.m. to 6:00 p.m. eastern time, and Wednesday, May 20, 2026, 8:00 a.m. to 1:00 p.m. ET.

ADDRESSES: 429 L'Enfant Plaza SW, Washington, DC. The street entrance to the NTSB Boardroom and Conference Center is located on 10th Street SW, running between D Street and Frontage Road SW, just below the L'Enfant Plaza Promenade. The Boardroom is also accessible from the L'Enfant Plaza Metro through the food court.

FOR FURTHER INFORMATION CONTACT:

Investigative Hearing Officer: Chihoon Shin or UPS2976Hearing@ntsb.gov.

Media Relations: Peter Knudson at (202) 314–6100 or mediarelations@ntsb.gov.

Reasonable Accommodation

Requests: Christopher Blumberg at (202) 314–6102 or christopher.blumberg@ntsb.gov.

SUPPLEMENTARY INFORMATION: On November 4, 2025, about 1714 eastern standard time (EST), United Parcel Service (UPS) flight 2976, a Boeing (McDonnell-Douglas) MD–11F airplane, N259UP, was destroyed after it impacted buildings and the ground shortly after takeoff from runway 17R at Louisville Muhammad Ali International Airport (SDF), Louisville, Kentucky. The 3 crewmembers aboard the airplane and 11 people on the ground were fatally injured, 2 people on the ground were seriously injured, and 21 people on the ground sustained minor injuries. One person on the ground who was seriously injured succumbed to injuries 51 days after the accident. Flight 2976 was a domestic cargo flight operating under the provisions of Title 14 *Code of Federal Regulations (CFR)* Part 121 from SDF to Daniel K. Inouye International Airport (HNL), Honolulu, Hawaii.

The investigative hearing will discuss the following issue areas:

- Fleet safety processes
- Reporting processes for in-service anomalies found during inspection and maintenance
- FAA and Boeing continued operational safety (COS) processes
- Communications to operators after COS actions are completed