

(Authority: 13 CFR 123.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–10198]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: National Flight Data Center Web Portal

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves aeronautical information detailing the physical description and operational status of all components of the National Airspace System (NAS). The information to be collected will be used to update government, military, and private aeronautical databases, charts, publications, flight management systems, and in-flight tracking products.

DATES: Written comments should be submitted by October 20, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (Enter docket number into search field).

By mail: John Graybill, FAA, Aeronautical Information Services, AJV–A35, Room 637, 800 Independence Ave. SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: John Graybill by email at: John.Graybill@faa.gov; phone: 202–267–3742.

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. The agency

will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0754.

Title: National Flight Data Center Web Portal.

Form Numbers: AD1–ADCP, AD3–ACC.

Type of Review: Renewal of an information collection.

Background: 49 U.S.C 40103, “Sovereignty and Use of Airspace,” authorizes and directs the FAA to develop plans and policy for the use of the navigable airspace. The National Flight Data Center (NFDC) is the authoritative government source for collecting, validating, storing, maintaining, and disseminating aeronautical data concerning the United States and its territories to support real-time aviation activities. The information collected ensures the safe and efficient navigation of the national airspace. The information collected includes, but is not limited to, data regarding airport associated city, CTAF, UNICOM, facility use, runway lighting, airport sketches and diagrams, proposed aircraft call signs, and general remarks. NFDC collects this information and maintains it in the National Airspace System resources (NASR) database. NASR serves as the official repository for NAS data and is provided to government, military, and private producers of aeronautical databases, charts, publications, flight management systems, and in-flight tracking products at no charge. Information will be collected via digital forms. Failure to collect this information would result in obsolete and inaccurate data being reflected on aviation products.

Respondents: Approximately 6,235 representatives of U.S. public airports; airlines; and aircraft operators. Average of 7,478 responses annually.

Frequency: Information to be collected on occasion.

Estimated Average Burden per Response: 20 minutes for AD1–ADCP, 20 minutes for AD3–ACC, 24 minutes for Call Signs.

Estimated Total Annual Burden: 2,496 hours.

Issued in Washington, DC, on August 18, 2026.

John L. Graybill,

Aeronautical Information Specialist, Data Systems Team, Aeronautical Information Services, AJV–A35.

[FR Doc. 2026–17066 Filed 8–20–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket # FAA–2026–4006]

Notice of Draft FAA Order 5100.38E, Airport Improvement Program Handbook; Extension of Comment Period

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

ACTION: Notice.

SUMMARY: On May 19, 2026, the FAA published a notice seeking public comments on draft FAA Order 5100.38E. The comment period for the notice was scheduled to end on August 17, 2026. The FAA received a request to extend the comment period. The FAA is extending the comment period for the May 19, 2026, notice by 14 days.

DATES: The comment period for the notice published on May 19, 2026, at 91 FR 29247, is extended from August 17, 2026 to August 31, 2026.

ADDRESSES: You can obtain an electronic copy of the draft FAA Order 5100–38E from the FAA's website at https://www.faa.gov/airports/aip/aip_handbook. Please submit your comments, identified by docket number FAA–2026–4006, using any of the following methods:

- *Government-wide Rulemaking Website:* <https://www.regulations.gov>. Follow the instructions for submitting comments.
- *Email:* AIPhandbook@faa.gov.
- *Mail:* FAA Office of Airports, Airport Planning and Programming, Routing Symbol APP–540, 1200 New Jersey Avenue SE, Washington DC 20590.
- *Hand Delivery:* To FAA Office of Airports, Airport Planning and Programming, Routing Symbol APP–540, 1200 New Jersey Avenue SE, Washington, DC 20590; between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jesse Carriger, Acting Manager, Financial Assistance Division, Office of Airports Planning and Programming, Federal Aviation Administration, 1200 New Jersey Avenue SE, Washington, DC 20590, telephone (202) 267–9590 or AIPhandbook@faa.gov.

SUPPLEMENTARY INFORMATION: On May 19, 2026, the FAA published a notice in the **Federal Register** seeking public comments on draft FAA Order 5100.38E. The May 19, 2026, notice stated that the comment period would close on August 17, 2026. The FAA

received a request to extend the comment period. The FAA is granting an extension of the comment period for the notice through August 31, 2026.

Issued in Washington, DC, on August 19, 2026.

William Garrison,

Director, FAA Office of Airports, Office of Airports Planning and Programming.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2025–0058]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Distraction: Personal Electronic Device

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

ACTION: Notice and request for comments on a request for approval of a new collection of information.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB approval to conduct research on safety-related aspects of interactions with portable electronic device integration systems that allow access to smartphone applications through the vehicles built-in display. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 6, 2026. NHTSA received two comments. There were no changes to the design of the information collection based on the comments.

DATES: Comments must be submitted on or before September 21, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open

for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Jeffrey Dressel Office of Vehicle Safety Research, Human Factors/Engineering Integration Division NSR–310, West Building, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590; jeffrey.dressel@dot.gov, 202–493–0492.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: Distraction: Personal Electronic Devices.

OMB Control Number: New.

Form Number(s):

- NHTSA Form 2059: Part I Advertisement
- NHTSA Form 2060: Part I Eligibility Questionnaire
- NHTSA Form 2061: Part I Scheduling Availability Form
- NHTSA Form 2062: Part I Appointment Confirmation Email
- NHTSA Form 2063: Part I Informed Consent Document
- NHTSA Form 2064: Part I Honorarium Confirmation
- NHTSA Form 2065: Part II Email Templates
- NHTSA Form 2066: Part II Advertisement
- NHTSA Form 2067: Part II Eligibility Questionnaire
- NHTSA Form 2068: Part II Informed Consent Document
- NHTSA Form 2069: Part II NASA TLX Form
- NHTSA Form 2070: Part II Debriefing and Honorarium Confirmation

Type of Request: New information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: The National Highway Traffic Safety Administration (NHTSA) is proposing a new information collection consisting of a single, one-time experimental research study that involves voluntary participation from members of the public. Participants must have experience using either

Android Auto or Apple CarPlay with in-vehicle infotainment systems. The collection consists of experimental data reporting and survey responses. Data collected will include eye tracking measurements, vehicle performance metrics, task completion times, error rates, participant demographics, and responses to questionnaires about interface usage and acceptance. The purpose of this research is to evaluate how safely drivers can interact with smartphone integration systems that allow access to smartphone applications through the vehicle’s built-in display screen.

This research consists of two parts. Part I consists of an evaluation method called an “occlusion study” at Westat facilities in the Washington DC area. In this part, 24 participants per system (across up to 3 vehicles, for a total of up to 56 participants) will perform 6–9 standardized tasks while wearing special electronic goggles. These goggles automatically switch between clear and blocked views every 1.5 seconds, simulating how drivers normally shift their gaze between looking at the road and looking at the vehicle’s displays. Before testing, participants will receive thorough training on each task. They will then perform each task five times while wearing the goggles per the testing procedures outlined in the Visual-Manual NHTSA Driver Distraction Guidelines for In-Vehicle Electronic Devices. Researchers will measure how long participants need to see the display to complete each task (called “Total Shutter Open Time” or TSOT), document any mistakes made during the tasks, record how participants recover from these mistakes, and gather feedback about whether the tasks are reasonable to perform while driving. Participants will be provided a \$120 honorarium upon completion of Part I.

Part II consists of a closed-course track (CCT) evaluation conducted at Utah Motorsports Campus near Salt Lake City with 72 participants. Due to the cost of missing a study session, participants will be overbooked for each study session, meaning that two participants will be invited to the same study session but only one participant will complete the study. Both will be compensated at the same rate (\$120). The reason for using the overbooking strategy is because the cost of recruiting more participants is much less expensive than the cost of missing one session on the closed course track. This part will examine a subset of the tasks from Part I in actual driving conditions on a 0.84-mile stretch on a closed course track (CCT). Participants will drive