

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.

Docket: Background documents or comments received may be read at <http://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:

Raquel Girvin, Western-Pacific Regional Administrator, Office of National Engagement and Regional Administration, 777 S. Aviation Blvd., Suite 150, El Segundo, CA 90245 (424) 405–7000, 9-APL-AWP-RA@faa.gov.

Confidential Business Information: Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA), 5 U.S.C. 552, CBI is exempt from public disclosure. If your comments responsive to this Notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this Notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this Notice. Submissions containing CBI should be sent to the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this document. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this Notice.

SUPPLEMENTARY INFORMATION: On July 24, 2026, the FAA published a notice in the **Federal Register** seeking public comments regarding MDY Airport. The July 24, 2026, notice stated that the comment period would close on September 8, 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 September 22, 2026.

Issued in Washington, DC, on August 31, 2026.

Rebecca S. Cointin,

Acting Assistant Administrator, Office of Policy and Strategic Engagement.

[FR Doc. 2026–18010 Filed 9–2–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–7360]

Agency Information Collection

Activities: Requests for Comments; Clearance for Renewal of Information Collection: Privacy International Civil Aviation Organization (ICAO) Address Correction

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 for an information collection renewal. The collection involves an aircraft operator’s request for a privacy ICAO address through a web-based application process. The information to be collected is necessary to qualify for the authorized use of the privacy ICAO address services and for monitoring to support continued airworthiness and enforcement activities.

DATES: Written comments should be submitted by 17 September 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: For technical questions concerning this action, contact Mr. Jamal A. Wilson, Surveillance and Broadcast Services, AJM 42, PIA Program Manager at jamal.wilson@faa.gov or at (202) 267–4301.

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: 2120–0779

Title: Privacy International Civil Aviation Organization (ICAO) Address Program

Form Numbers: Not applicable

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 25 June 2026 (FR Doc. 2026–13035). In 2010, the FAA issued a final rule mandating equipage requirements and performance standards for Automatic Dependent Surveillance-Broadcast (ADS–B) Out avionics on aircraft operating in certain airspace after December 31, 2019. Aircraft operators must be equipped with ADS–B Out to fly in most controlled airspace. Federal Regulations 14 CFR 91.225 and 14 CFR 91.227 contain requirement details. Each registered aircraft is assigned an aircraft registration number and an ICAO 24-bit aircraft address. This is also referred to as a “Mode S Code” in some FAA documents and websites, including the FAA Aircraft Registry. Where a 1090-MHz Extended Squitter (1090ES) transponder is required for ADS–B Out compliance, this ICAO 24-bit aircraft address, based on current transponder avionics standards, is openly broadcasted on the 1090 MHz frequency in transponder replies and ADS–B messages. Subsequently, the nature of openly broadcasting makes the identity of the aircraft publicly available. Industry stakeholders have long suggested that FAA develop a process for aircraft operators who seek anonymity such that their aircraft movements and identity cannot be traced or seen by privately owned sensors that monitor the 1090 MHz frequency and combine this with other downlinked ADS–B and Mode S data being disseminated using the internet. The FAA intends to develop a process for operators who wish to mask their aircraft movements and identity for a period while flying within the sovereign airspace of the United States. Participation in the assignment of privacy ICAO Code addresses is voluntary. Only U.S. registered aircraft can be assigned a privacy ICAO aircraft address. No operator can use a privacy ICAO aircraft address for a U.S.-registered aircraft unless that operator is authorized to use a third-party flight

identification for that same aircraft. No unique privacy ICAO address will be assigned to more than one U.S.-registered aircraft at any given time. Once approved, the operator will be assigned a privacy ICAO address. The operator will be required to notify the FAA when their avionics have been loaded with the assigned temporary ICAO 24-bit aircraft address. Owners and operators must verify that the ICAO 24-bit aircraft address (Mode S code) broadcast by their ADS-B equipment matches the assigned privacy ICAO address for their aircraft. Operators can verify what ICAO 24-bit aircraft address is being broadcast by their aircraft by visiting: <https://adsbperformance.faa.gov/PAPRRequest.aspx>. For monitoring privacy ICAO address use, the information will be downloaded by the FAA and entered into the FAA's ADS-B Performance Monitor [Docket No. FAA-2017-1194 published in **Federal Register**, December 20, 2017, as Document Number: 2017-27202].

Respondents: Intended for operators who seek anonymity such that their aircraft movements and identity cannot be easily traced or seen by privately owned sensors that monitor the 1090 MHz frequency. FAA estimates up to 15,000 respondents.

Frequency: Frequency will be occasional based on specific scenarios. An operator can change privacy ICAO aircraft addresses, but no more often than once every 20 days. In the event real-world security concerns become evident, an operator can elect to change their PIA address sooner than 20 days.

Estimated Average Burden per Response: Approximately 15 minutes per application.

Estimated Total Annual Burden: 12,563 hours.

Issued in Washington, DC, on 13 August 2026.

Jamal A. Wilson,

Privacy ICAO Address (PIA) Program Manager, In-Service Performance and Sustainment (AJM-4220), Federal Aviation Administration.

[FR Doc. 2026-18025 Filed 9-2-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2026-01; Restricted Speed

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: FRA is issuing Safety Advisory 2026-01 to remind railroads and their employees of the importance of compliance with Federal regulations and railroad operating rules governing restricted speed. This Safety Advisory contains a summary of seven recent train accidents involving failure to operate at restricted speed and makes recommendations to railroads to ensure employee compliance with restricted speed requirements, with particular emphasis on operations in positive train control (PTC) Restricted Mode.

FOR FURTHER INFORMATION CONTACT: Christian Holt, Staff Director, Operating Practices Division, Office of Railroad Safety, FRA, 1200 New Jersey Ave. SE, Washington, DC 20590, (610) 858-3312, christian.holt@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

While the overall safety of railroad operations has improved in recent years, a series of accidents has highlighted the need for railroads to review, to reemphasize, and to adhere to Federal regulations and railroad operating rules and procedures governing the requirements of restricted speed, including in PTC territory. FRA has reviewed operational testing data which suggests a concerning trend in PTC-governed territory. When restricted speed is in effect, there appears to be a lack of robust, representative testing to ensure compliance with the requirement that train crews be prepared to stop within one-half their range of vision. FRA is concerned that a significant safety gap has emerged due to a misunderstanding of the role of PTC in restricted speed compliance.

For purposes of this Safety Advisory, “restricted speed” is defined as “a speed that will permit a train or other equipment to stop within one-half the range of vision of the person operating the train or other equipment, but not exceeding 20 miles per hour, unless further restricted by the operating rules of the railroad.”¹ Though terminology varies slightly by railroad, consistent with FRA’s definition, railroad restricted speed rules generally require trains to operate at a speed that permits stopping within one-half the range of vision, short of a train, engine, railroad car, roadway workers or equipment fouling the track; an improperly lined switch; or other obstruction. In other words, restricted speed is not a fixed numerical value; it is a dynamic requirement that must be constantly evaluated and adjusted as conditions change. These definitions place the responsibility for determining an appropriate speed squarely on the operating crew.

FRA’s recent accident investigations and field observations indicate that, in some cases, train crews are relying on PTC-enforced speed limits in Restricted Mode to meet the requirements of the applicable restricted speed rules. In doing so, crews may fail to account fully for visibility limitations, train length and tonnage, braking characteristics, grade, curvature, and other conditions that materially affect the ability to stop within one-half the range of vision. FRA emphasizes that the requirement to be able to stop within one-half the range of vision is the controlling element of restricted speed and takes precedence over any maximum authorized speed.

Recent Incidents

The following is a list of seven recent collisions, including the date, speed and outcome, that appear to involve a failure to comply with restricted speed operating rules or related signal indications. Information regarding these incidents is based on FRA’s preliminary investigations and findings to date.

Date	Speed at time of collision (mph)	Outcome
5/18/26	13	6 freight cars derailed.
1/30/26	27	Moving train (lead locomotive and 2 non-hazmat cars) collided with standing train (2 freight cars).
12/19/25	17	Derailement of passenger equipment resulting in passenger and crew injuries.
12/23/24	30	4 locomotives and 4 freight cars derailed.
12/6/24	20	Moving train derailed 6 freight cars; standing train derailed 12 cars.

¹ 49 CFR 214.7. See also § 236.812.