

Claims Reviewer, obtain documentation needed to substantiate claims, sign Proof of Loss, and complete and return a Release and Certification form.

Affected Public: Individuals or Households; Businesses or other For-Profit; Not-for-Profit Institutions; and State, Local or Tribal Government.

Estimated Number of Respondents: 10,996.

Estimated Number of Responses: 10,996.

Estimated Total Annual Burden Hours: 3,652.

Estimated Total Annual Respondent Cost: \$189,316.

Estimated Respondents' Operation and Maintenance Costs: \$0.

Estimated Respondents' Capital and Start-Up Costs: \$0.

Estimated Total Annual Cost to the Federal Government: \$102,981,973.

Comments

Comments may be submitted as indicated in the **ADDRESSES** caption above. Comments are solicited to (a) evaluate whether the proposed data collection is necessary for the proper performance of the Agency, including whether the information shall have practical utility; (b) evaluate the accuracy of the Agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) enhance the quality, utility, and clarity of the information to be collected; and (d) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Nigel S. Allicock,

Records Management Branch Chief, Office of the Chief Administrative Officer, Mission Support, Federal Emergency Management Agency, Department of Homeland Security.

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

RIN 1652-AA80

Notice Soliciting Representatives for Technical Roundtables on Security of Unmanned Aircraft Systems Operating Beyond the Visual Line of Sight

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice.

SUMMARY: The Transportation Security Administration (TSA) is soliciting individuals to participate in technical roundtables that will provide input to TSA relevant to the development of model language for TSA-approved security programs that will provide for the secure operation of unmanned aircraft systems (UAS) beyond visual line of sight (BVLOS). These roundtables will be closed to the public. Participation is limited and all participants must be validated by TSA as a representative of either a UAS BVLOS operator or an industry association representing these operators or subset of operators, as discussed later in this notice. Participants must obtain approval from TSA for access to Sensitive Security Information (SSI).

DATES: Requests to participate in the technical roundtables must be received by the individual listed in **FOR FURTHER INFORMATION CONTACT** section. October 19, 2026. TSA may modify the registration period following publication of the forthcoming TSA final rule. These technical roundtables may be held in-person with a virtual attendance option or virtually only. *See* Participation at the Meeting below for information on how to register to attend the meeting. TSA will provide participation and other information to qualified participants in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Kristine Adams, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598-6028; telephone (571) 227-2062; email at BVLOS@tsa.dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

On August 7, 2025, TSA and the Federal Aviation Administration (FAA) issued a joint notice of proposed rulemaking, *Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations*, proposing performance-based regulations to enable the safe and secure integration of UAS BVLOS operations into the national airspace system and for third-party services that support these operations, including providing UAS Traffic Management.¹

As part of the notice of proposed rulemaking, TSA proposed requirements to address the security of UAS BVLOS operations that would be authorized under 14 CFR part 108. TSA's proposed security provisions broadly consisted of two pieces: vetting

of certain covered personnel and the requirement that certain operators maintain a TSA-approved security program. TSA is in the process of finalizing its regulatory requirements, in coordination with the FAA, to enable the secure operation of UAS BVLOS.

Following publication of the final rule, TSA plans to host a series of informational meetings with industry and external stakeholders to inform TSA's development of options that UAS BVLOS operators could employ to meet TSA's security program requirements. These meetings, or "technical roundtables," will offer stakeholders the opportunity to provide input on the kinds of organizational, structural, technological, and/or physical methods UAS BVLOS operators may already be employing to ensure the security of their operations. TSA anticipates that some actions and procedures that UAS BVLOS operators have already implemented when conducting UAS BVLOS operations under FAA waivers or exemptions may adequately satisfy some of TSA's security program requirements. Wherever possible and appropriate, TSA intends for the individual inputs provided at the technical roundtables to inform model approaches that UAS BVLOS operators can use to meet security program requirements. These meetings will not seek consensus recommendations from participants. Rather, the technical roundtables will provide participants an opportunity to provide individual views and information to TSA, and position TSA to provide guidance informed by current industry practices as described by participants.

Closed Meeting

The technical roundtables will be closed to the public. To meet the intended purpose, the participants at the technical roundtables need to be able to speak freely about issues that would be detrimental to transportation safety and security if disclosed. Pursuant to the requirements in 49 U.S.C. 114(r) and 44912(d), and implementing regulations in 49 CFR part 1520, this meeting will be closed to the public to protect against disclosure of SSI.² SSI protections apply to information related to development of procedures and facilities "to protect passengers and property against acts of criminal violence, aircraft piracy, and terrorism and to ensure security."³ All participants must either be "covered

² Additional information on SSI can be found at the following link: <https://www.tsa.gov/for-industry/sensitive-security-information>.

³ See 49 U.S.C. 44912(d).

¹ 90 FR 38212 (Aug. 7, 2025).

persons” as defined in 49 CFR 1520.7, or otherwise designated by TSA as a “covered person” for purposes of this event. Participants will be required to sign a non-disclosure agreement, which includes acknowledgment of TSA’s SSI requirements, and ensure that any information received or otherwise communicated is properly protected. The responsibilities of participants to safeguard all SSI disclosed during or related to this meeting will continue after the conclusion of the technical roundtable events.

Participation at the Meeting

Requests to participate in the technical roundtables must be received by the individual listed in the **FOR FURTHER INFORMATION CONTACT** section on or before the date listed in the **DATES** section. In addition to providing invitations to relevant associations and corporate representatives known to TSA through its regular stakeholder engagements, TSA also invites representatives of UAS operators that are currently operating under waivers or exemptions from the FAA to conduct BVLOS operations or that intend to seek an FAA permit or certificate to conduct or support UAS BVLOS under the FAA final rule.

These meetings will be held after publication of the FAA and TSA final rules to allow persons to determine whether they are within the scope of applicability of the FAA’s rule and subject to the requirements in TSA’s rule. In addition, holding these roundtables after publication of the final rules will enable participants to have more knowledge of TSA’s requirements in order to come to the technical roundtables with information needed to provide the most useful input to TSA. These roundtables will be an opportunity for participants to present their individual views and recommendations to TSA. They will not be a forum for group discussion or deliberation, or the formulation of group advice, as would be appropriate in a properly constituted federal advisory committee.

Persons within these industries are encouraged to contact the individual noted in the **FOR FURTHER INFORMATION CONTACT** section of this notice for additional information. Participation will generally be limited to individuals that TSA determines represent industry entities potentially and directly affected by the final rule. TSA will limit participation to no more than two individuals per association or company. All participants must be approved by TSA for access to SSI and must sign a non-disclosure agreement in advance of

the meeting. TSA may further limit participation to accommodate size limitations, by topic, or otherwise for TSA’s convenience. Further attendance information will be provided to qualified participants.

Dated: September 1, 2026.

Scott C. Gorton,

Acting Assistant Administrator, Strategy, Policy, and Engagement, Transportation Security Administration.

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BILLING CODE 9110–05–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2004–19147]

Intent To Request Extension From OMB of One Current Public Collection of Information: Flight Training Security Program

AGENCY: Transportation Security Administration, DHS.

ACTION: 60-Day notice.

SUMMARY: The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652–0021, abstracted below, that we will submit to OMB for an extension, in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection supports security threat assessments for aliens (candidates) seeking flight training from FAA-certified providers, ensuring they do not pose a threat to aviation or national security. Flight training providers must also conduct and maintain records of security awareness training for their employees.

DATES: Send your comments by November 3, 2026.

ADDRESSES: Comments may be emailed to TSAPRA@tsa.dhs.gov or delivered to the TSA PRA Officer, Office of Information Technology, TSA–11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598–6011.

FOR FURTHER INFORMATION CONTACT: Christina A. Walsh at the above address, or by telephone (571) 227–2062.

SUPPLEMENTARY INFORMATION:

Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or

sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation will be available at <https://www.reginfo.gov> upon its submission to OMB. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency’s estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Information Collection Requirement

OMB Control Number 1652–0021, Flight Training Security. Under 49 CFR part 1552, TSA conducts security threat assessments (STAs) for all aliens seeking flight instruction with Federal Aviation Administration (FAA)-certified flight training providers.¹ The purpose of this requirement is to ensure flight training candidates do not pose a threat to aviation or national security and thus can be permitted to receive flight training. The collection of information required under 49 CFR part 1552 includes candidates’ biographic information and fingerprints, which TSA uses to perform the STA.

Additionally, flight training providers are required to maintain records of security awareness training provided to their employees. *See* subpart B of 49 CFR part 1552. This training, which is intended to increase awareness of suspicious circumstances and activities of individuals enrolling in, or attending, flight training, must be provided to certain employees within 60 days of being hired and on a biennial basis. The flight training providers must maintain records of the training completed throughout the course of the individual’s employment, and for no less than 1 year after the individual is no longer a flight training provider employee.

TSA estimates a total of 36,704 respondents annually: 18,103 flight training candidates and 18,601 flight training providers. Each candidate will

¹ *See also* 49 U.S.C. 44939.