

DEPARTMENT OF STATE

[Public Notice: 13136]

Notice of Determinations; Culturally Significant Objects Being Imported for Conservation and Exhibition—Determinations: “Painting With Fire: Susanne de Court and the Art of Enamel” Exhibition

SUMMARY: Notice is hereby given of the following determinations: I hereby determine that certain objects being imported from abroad pursuant to agreements with their foreign owners or custodians for temporary conservation and display in the exhibition “Painting with Fire: Susanne de Court and the Art of Enamel” at The Frick Collection, New York, New York, and at possible additional exhibitions or venues yet to be determined, are of cultural significance, and, further, that their temporary conservation and exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/PD, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Sherry C. Keneson-Hall,
Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2026–19974 Filed 9–29–26; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF STATE

[Public Notice: 13140]

Notice of Determinations; Culturally Significant Object Being Imported for Exhibition—Determinations: “Making History: Manet’s ‘Execution of Maximilian’ From the National Gallery, London” Exhibition

SUMMARY: Notice is hereby given of the following determinations: I hereby determine that a certain object being imported from abroad pursuant to an agreement with its foreign owner or custodian for temporary display in the exhibition “Making History: Manet’s ‘Execution of Maximilian’ from the National Gallery, London” at the Norton Simon Museum of Art, Pasadena, California, and at possible additional exhibitions or venues yet to be determined, is of cultural significance, and, further, that its temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/PD, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Sherry C. Keneson-Hall,
Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2026–19975 Filed 9–29–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Industry Day, Aviation Spectrum Interference Detection Solution

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

ACTION: Notice of public event; Industry Day.

SUMMARY: The FAA is hosting an Industry Engagement Event for a Spectrum Interference Detection Solution October 13–15, 2026. The FAA will use the information from vendor responses during event registration to assist in determining any future phases of market investigation and engagement. The FAA does not commit to an acquisition with this notice.

DATES: Send comments on or before 28 SEP2026. The unclassified portion of the registration is being extended until 11:59 p.m. EST on Friday, October 2, 2026.

ADDRESSES: The full announcement and market survey questions for this event can also be found at: <https://sam.gov/workspace/contract/opp/d62d0987495f4afba55a071142cc6a1f/view>.

FOR FURTHER INFORMATION CONTACT: Gilbert Park, FAA Contracting Officer, Training & Aviation Acquisition Branch (AAQ–740), gilbert.n.park@faa.gov, (405) 954–7898, FAA Headquarters, 800 Independence Ave. SW, Washington, DC.

SUPPLEMENTARY INFORMATION: The FAA is hosting an Industry Engagement Event for a Spectrum Interference Detection Solution October 13–15, 2026 for the following purposes:

1. Communicate emerging need to industry for a new mission capability resulting from unprecedented spectrum utilization, requests, auctions, and technology proliferation.

2. Provide background, historical events, and use case vision to inform industry about the FAA’s interference detection capability gaps and inquire about possible solutions and technologies necessary to detect and locate spectrum interference in any one of the bands utilized for aviation.

3. Gather information to assess the availability of solution(s). Registration will include a response to a short list of survey questions that one designated participant per vendor company will need to upload. Conduct follow-up with vendors, as needed, to understand RFI responses.

4. Assess industry interest and availability of solutions among vendors

and determine where challenges exist in producing the needed capabilities for such a system.

The FAA seeks to understand industry interest and capabilities to modernize and accelerate the real-time detection, characterization, and reporting of interference affecting spectrum-dependent aviation systems. Potential solutions should proactively monitor the radio frequency (RF) environment and, to the greatest extent practicable, detect, identify, characterize, geolocate, and alert on RF interference, jamming, spoofing, and other anomalous conditions that could degrade aviation communications, navigation, surveillance, or other spectrum-dependent aviation capabilities. The ideal solution will continuously monitor RF activity relevant to aviation operations, collect and analyze spectrum metrics and system performance data to identify abnormal or unauthorized emissions, correlate information across multiple sensors, platforms, and geographic locations, and provide timely reporting to support rapid assessment and mitigation. Desired capabilities include signal detection and classification, emitter characterization, geolocation where feasible, waveform and protocol analysis, trend analysis, and identification of potential interference sources and contributing factors.

The solution should collect, retain, and report data to enable timely operational response by the FAA, as well as short-term operational assessments and long-term trend analysis. The solution should identify and visualize interference, congestion, and other RF activity patterns over time and across geographic locations. Historical data should be retained in a searchable repository and support flexible querying, export, visualization, and reporting. The solution should support post-event analysis by correlating RF conditions with aircraft operations and other relevant operational data, where available.

The FAA is interested in solutions applicable across the National Airspace System (NAS), including airport surface, terminal, and enroute environments; continental United States (CONUS) and outside the continental United States (OCOUS); domestic and oceanic operations; and both ground-based and airborne systems. The system should be able to monitor all aviation frequencies in use. Solutions should be capable of supporting scalable deployment across distributed sensor networks while providing centralized data aggregation, analysis, and visualization.

The FAA seeks to understand the stage of evolution of proposed solutions, including whether they are in the design, development, implementation, integration, operational, or commercially deployable phase. Respondents should also identify the role(s) they envision, such as technology developer, systems integrator, service provider, or system operator.

Events: The Industry Day event is October 13–15, 2026.

Industry Engagement Day 1: This day will include presentations by the FAA to describe the FAA interest and objectives for an aviation spectrum interference detection solution. Presentation topics include current aviation spectrum environment and interference challenges, FAA vision and exploration of potential solutions, and desired technical capabilities (monitoring, detection, analytics, data, architecture, and integration). The FAA is interested in feedback on potential acquisition solutions and the possibility of purchasing as a service. The first portion of the day will be open to all registrants and available in-person or online, while the second portion will be classified at the Secret level and restricted to registrants with a Secret Clearance and in-person only. The event will be held at The MITRE Corporation in McLean, VA.

Vendor One-on-One Sessions (Days 2 and 3): The FAA may invite vendors to attend a One-On-One Session, either unclassified (in-person or virtual) or classified at the Secret level (in-person only). Sessions with individual vendors will be scheduled at the discretion of the FAA, based on vendor survey responses included in the event registration. If requested to provide additional information, brief vendor presentations are encouraged and vendors should expect discussion and questions from the FAA regarding their solution(s). The sessions will be held at The MITRE Corporation in McLean, VA.

Registration

All attendees (virtual or in-person) wishing to participate in any portion of the event must complete registration at <https://na.eventscloud.com/888200> by September 25, 2026. One registrant per vendor will be asked to act as the organization's designated point of contact and will be required to answer the vendor survey questions.

Additionally, if you wish to participate in a Vendor One-on-One Session, include this request in the registration form. Note that participation in a Vendor One-on-One Session is at the discretion of the FAA and will be based on FAA personnel availability

and need. The FAA will notify you of their availability and time for this session by October 2, 2026.

The FAA may hold conversations, as needed, with respondents to clarify any technical or interpretive questions regarding the request for information.

Authority: 14 CFR 450.153.

Issued in Washington, DC.

Sandra A. Wright,

Manager, FAA Spectrum Engineering Services Group, Spectrum Planning and International Team (AJW-192).

[FR Doc. 2026-19986 Filed 9-29-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2025-1282]

Electronic Logging Device Requirements: Application for Exemption; Federation of Professional Truckers

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

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the application from the Federation of Professional Truckers (FOPT) requesting an exemption from the electronic logging device (ELD) requirements. FOPT requests an exemption to allow professional drivers the option to record their records of duty status (RODS) manually, instead of using an ELD. FMCSA analyzed the application and public comments and determined that the exemption would not achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division, Office of Carrier, Driver and Vehicle Safety Standards; richard.clemente@dot.gov. If you have questions on viewing or submitting material to the docket, contact Docket Services via telephone at (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-1282/document> and choose the document to review. To view