

proposed designation will not apply to information falling into these instances.

The FAA may disclose de-identified information, as set forth in part 193, to explain the need for changes in FAA policies and regulations. The FAA may (in consultation with the USAST) release information as set forth in part 193 to communicate its work with aviation safety communities or other third parties involved with the USAST to address system-level safety issues. In either of these situations, the FAA may release de-identified, aggregate, and summarized information (in consultation with the USAST) derived from information reported about the implementation of safety enhancements, or safety issue information provided through the USAST.

The FAA may provide USAST information to other government agencies only if each agency meets the requirements in 14 CFR 193.7(e). The FAA may provide USAST information to third parties only if the third party provides adequate assurance in writing that it has a safety or security need for the information, it will protect the information from further release, and it will limit access to those with a need to know to carry out safety responsibilities.

6. Summary of how the FAA will distinguish information protected under Part 193 from information the FAA receives from other sources.

Information received by the FAA from the USAST will be clearly labeled as follows to be protected under this designation:

WARNING: This information may be protected from disclosure under 49 U.S. Code (U.S.C.) Section 40123 and 14 Code of Federal Regulations (CFR) Part 193.

In this way, the information protected under this order will be easily identified and distinguished from information the FAA receives from other sources.

How To Obtain Additional Information

You will find the FAA's order supporting this notice in the Dynamic Regulatory System, accessed via drs.faa.gov.

Final Designation

The FAA hereby designates the information submitted to the USAST as described in this designation to be protected under 49 U.S.C. 40123 and 14 CFR part 193.

Issued in Washington, DC, on October 14, 2026.

Matthew Cabak,

Acting Executive Director, Office of Safety Risk Management (ASR-1).

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2026-9076]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: National Air Tours Safety Standards

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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 4, 2026. Once anonymous comment was received stating: "The agency completely omit the estimated number of annual respondents or total annual responses, making it impossible for the public to verify how the 2,560-hour total burden was calculated." The collection involves requirements in FAA regulations that set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tours to submit information.

DATES: Written comments should be submitted by November 27, 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: Sandra Ray by email at: Sandra.ray@faa.gov; phone: 412-546-7344.

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: 2120-0717.
Title: National Air Tours Safety Standards.

Form Numbers: None.

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 August 4, 2026 (91 FR 49482). FAA regulations set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tour operators to submit information. The FAA uses the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, take enforcement action on violators of the regulations.

Respondents: Commercial Air Tour Operators (Total Responses 12,834).

Frequency: Most Requirements are annual, One requirement is one time only.

Estimated Average Burden per Response: Burden varies per individual requirement. Average burden is 5 hours per response.

Estimated Total Annual Burden: 2,560 Hours.

Issued in Washington, DC, on October 23, 2026.

Sandra L. Ray,

Aviation Safety Inspector, AFS-260.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0191]

Parts and Accessories Necessary for Safe Operation; Application for Exemption Renewal From Loomis Armored US, LLC

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

ACTION: Notice of final disposition; grant of application for renewal of exemption.

SUMMARY: FMCSA announces its decision to grant an exemption renewal to Loomis Armored US, LLC (USDOT 252201) (Loomis) to allow the company to continue operating armored vehicles with welded-shut cab doors and the addition of two doors behind the cab. FMCSA has analyzed the exemption renewal application and the public comments and determined that the exemption, subject to the terms and