

• *Obligation to Respond*: Voluntary. We are soliciting public comments to permit the Department to:

• Evaluate whether the proposed information collection is necessary for the proper functions of the Department.

• Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

• Enhance the quality, utility, and clarity of the information to be collected.

• Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

#### Abstract of Proposed Collection

The information collection activity will garner qualitative customer feedback in an efficient, timely manner, in accordance with the Administration's commitment to improving service delivery. This qualitative feedback will provide insights into customer perceptions, experiences and expectations, provide an early warning of issues with service, or focus attention on areas where communication, training or changes in operations might improve delivery of products or services. These collections will allow for ongoing, collaborative and actionable communications between the Agency and its customers. It will also allow feedback to contribute directly to the improvement of program management.

Feedback collected under this generic clearance will provide useful information, but it will not yield data that can be used for quantitative information collections that are designed to yield reliably actionable results, such as monitoring trends over time or documenting program performance. Such data uses require more rigorous designs that address: the target population to which generalizations will be made, the sampling frame, the sample design (including stratification and clustering), the precision requirements or power calculations that justify the proposed sample size, the expected response rate, methods for assessing potential non-response bias, the protocols for data collection, and any testing procedures that were or will be undertaken prior fielding the study. Depending on the

degree of influence the results are likely to have, such collections may still be eligible for submission for other generic mechanisms that are designed to yield quantitative results.

#### Methodology

Respondents will fill out a brief customer survey after completing their interaction with a Department Program Office or Embassy. Surveys are designed to gather feedback on the customer's experiences.

**Zachary A. Parker,**

*Director, Office of Directives Management,  
Department of State.*

[FR Doc. 2024-02132 Filed 2-1-24; 8:45 am]

**BILLING CODE 4710-24-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2024-0189]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs

**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 a new information collection. The collection involves conducting research in the form of interviews with aviation stakeholders (e.g., airport/droneport operators, private entities, original equipment manufacturers, unmanned aircraft system (UAS) industry vendors, academia, representatives of the military, aviation stakeholders, etc.) to catalog current and planned droneport planning, design, and infrastructure needs, as well as find out which airports are integrating UAS into the airport environment. During each interview, the FAA will ask the stakeholders a specific set of questions, and if necessary, fact-specific follow-up questions will be posed to clarify and enhance the respondent's answers to the specified set of questions. The information to be collected is necessary because it will allow the FAA to understand how aviation stakeholders are integrating

UAS into existing airport design standards/infrastructure and standalone facilities also referred to as droneports. Currently, no formal FAA definition of droneport currently exists. Based on the results of this research effort, the FAA may develop a formal definition for a droneport. For the purposes of this research effort, a modified version of the 14 Code of Federal Regulations Part 1 definition of 'airport' is used to define droneport: 'an area of land or water that is used or intended to be used for the landing and takeoff of UAS aircraft, and includes its buildings and facilities, if any.' The information collected will also be used to help the FAA to shape future droneport research efforts and possible standards and guidance material.

**DATES:** Written comments should be submitted by April 2, 2024.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By Mail:* Michael DiPilato, Airport Research Specialist, FAA Airport Technology Research and Development Branch (ANG-E26), FAA William J. Hughes Technical Center, Bldg. 301 (FAA Hangar), Atlantic City, NJ 08405.

*By Fax:* 609-485-4845.

#### FOR FURTHER INFORMATION CONTACT:

Michael DiPilato by email at: [michael.dipilato@faa.gov](mailto:michael.dipilato@faa.gov); phone: 609-485-7249.

#### 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-XXXX.

*Title:* Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs.

*Form Numbers:* None.

*Type of Review:* New information collection.

*Background:* The aviation industry is experiencing expedited growth in new and innovative aircraft design and operation. One of these concepts has been unmanned aircraft systems (UAS), commonly referred to as 'drones'. The proliferation of interest in and use of

UAS has led to significant policy and regulatory adaptations to safely integrate these platforms into the airport environment. The FAA defines a UAS as ‘an unmanned aircraft and the equipment necessary for the safe and efficient operation of that aircraft. An unmanned aircraft is a component of a UAS. It is defined by statute as an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft (Pub. L. 112–95, Section 331(8)).’ As the technology and its use continues to mature, the FAA is committed to conducting research and providing policy and guidance to ensure the safe operation of UAS, whether autonomous or remotely piloted, in and around the airport environment. As more UAS Concept of Operations (CONOPS) propose operations involving the airport environment and droneports, there is a need to consider if unique requirements or recommendations for the planning, design, and physical infrastructure needs are necessary.

On May 9, 2023, the FAA’s Office of Airports—Airport Emerging Entrants Division (AAS–200) officially sent the FAA’s Airport Technology Research and Development Branch (ATR) a ‘*Request for Research*’ to conduct research on Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs. This ‘*Request for Research*’ was reviewed and approved by the Research, Engineering, and Development Advisory Committee (REDAC) Subcommittee on Airports. Established in 1989, the FAA’s REDAC provides advice and recommendations to the FAA Administrator on the needs, objectives, plans, approaches, content, and accomplishments of the aviation research portfolio. The REDAC also assists in ensuring FAA present and future aviation research activities are coordinated with similar research being conducted outside the FAA. The REDAC Subcommittee on Airports includes members from the following affiliations: academia, aircraft manufacturers, an airline pilot union, airport authorities, aviation industry organizations, and environmental advocates.

As part of the Request for Research (*i.e.*, research effort), discussed above, the FAA will conduct interviews with stakeholders, in the form of in-person and virtual meetings, with representatives from the following organizations: airports, droneports, private entities, original equipment manufacturers, UAS industry vendors, the military, international aviation community, and academia. During each

interview, the FAA will ask the stakeholders a specific set of questions, and if necessary, fact-specific follow-up questions will be posed to clarify and enhance the respondent’s answers to the specified set of questions.

The purpose of these interviews will be to catalog and inventory current and prospective droneports and gather key insights from these operators. In addition, the research team will document stakeholder’s experiences/ lessons learned with integrating or operating UAS at airports and independent droneport operations.

The results from this research effort will be summarized in a final report and will be used to shape the FAA’s operational evaluations and possible development of standards and guidance documents pertaining to planning, design, and physical infrastructure needs, as well as safety standards, for fixed-wing and rotary operations. This effort will primarily focus on UAS aircraft weighing 55 pounds or more and include operational considerations for cargo transport. Vehicles with weights lower than 55 pounds will be considered where applicable. Both fixed wing and rotary operational will be considered to create a baseline understanding before establishing infrastructure design requirements and safety standards for existing and standalone facilities referred to as a droneport.

**Respondents:** Approximately 100 airport operators, droneport operators, original equipment manufacturers, private entities, UA industry vendors, representatives of the military, the international aviation community, and academia.

**Frequency:** Information will be collected one to two times annually.

**Estimated Average Burden per Response:** 2.5–4.5 hours.

**Estimated Total Annual Burden:** 250–400 hours.

Issued in Atlantic City, NJ, on January 29, 2024.

**Michael DiPilato,**

*Airport Research Specialist, FAA Aviation Research Division, Airport Technology Research and Development Branch (ANG–E26).*

[FR Doc. 2024–02054 Filed 2–1–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Meeting

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Aviation Rulemaking Advisory Committee (ARAC) meeting.

**SUMMARY:** This notice announces a meeting of the ARAC.

**DATES:** The FAA will hold the meeting on Thursday, March 21, 2024, from 1 p.m. to 4 p.m. eastern time.

The FAA must receive requests to attend the meeting by Monday, March 11, 2024.

The FAA must receive requests for accommodations to a disability by Monday, March 11, 2024.

The FAA must receive any written materials to during the meeting by Monday, March 11, 2024.

**ADDRESSES:** The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, and virtually on Zoom. However, if the FAA is unable to hold the meeting in person due to circumstances outside of its control, the FAA will hold a virtual meeting and notify registrants with the meeting details and post any updates on the FAA Committee website. Members of the public who wish to observe the meeting must RSVP by emailing [9-awarac@faa.gov](mailto:9-awarac@faa.gov). General committee information, including copies of the meeting minutes, will be available on the FAA Committee website at [https://www.faa.gov/regulations\\_policies/rulemaking/committees/documents/](https://www.faa.gov/regulations_policies/rulemaking/committees/documents/).

**FOR FURTHER INFORMATION CONTACT:** Aliah Duckett, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267–7489; email [9-awarac@faa.gov](mailto:9-awarac@faa.gov). Any committee-related request should be sent to the person listed in this section.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The ARAC was created under the Federal Advisory Committee Act (FACA), in accordance with title 5 of the United States Code (5 U.S.C. 1001) to provide advice and recommendations to the FAA concerning rulemaking activities, such as aircraft operations, airman and air agency certification, airworthiness standards and certification, airports, maintenance, noise, and training.

##### II. Agenda

At the meeting, the agenda will cover the following topics:

- Status Updates
  - Active Working Groups
  - Transport Airplane and Engine (TAE) Subcommittee
- Recommendation Reports
- Any Other Business