

submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR–NASDAQ–2023–045 and should be submitted on or before March 29, 2024. Rebuttal comments should be submitted by April 12, 2024.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁶

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2024–04928 Filed 3–7–24; 8:45 am]

BILLING CODE 8011–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2024–0640]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: NAS Data Release Request

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 collection is an application form, and collection frequency is on occasion, depending on how often requests for NAS data are submitted to the FAA. The information to be collected will be used to evaluate the validity of a user's request for National Airspace (NAS) data from FAA systems and equipment.

DATES: Written comments should be submitted by May 7, 2024.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

FOR FURTHER INFORMATION CONTACT:
Thomas Shields by email at: thomas.s-ctr.shields@faa.gov; phone: 703–946–2415.

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: 2120–0668.

Title: NAS Data Release Request.

Form Numbers: FAA Form 1200–5.

Type of Review: Renewal of an information collection.

Background: This information collection is required to obtain or retain a benefit, which is to obtain NAS data from the FAA. This submission includes information about the entity requesting the NAS data to determine their “need to know” for the NAS data, the sensitivity of NAS data requested, the intended purpose and rationale for requiring the NAS data, and who within the requesting organization will have access to the data, including the scope and nature of work the employee will perform.

This information must be collected to enable the FAA to evaluate the “need to know” of a request for NAS data from FAA systems and equipment. The information provided by the requestor is used by the FAA NAS Data Release Board (NDRB) to approve or disapprove individual requests for NAS data, consistent with FAA Order 1200.22E External Requests for National Airspace System (NAS) Data.

Respondents: Approximately 9 requests submitted annually to the FAA by requestors of NAS data.

Frequency: On occasion.

Estimated Average Burden per Response: 1 hour.

Estimated Total Annual Burden: 9 hours total.

Issued in Washington, DC, on February 29, 2024.

David Heron,

Air Traffic Control Specialist, Strategic Operations Security Group.

[FR Doc. 2024–04922 Filed 3–7–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–1263]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification and Operations: Airplanes With Seating Capacity of 20 or More Passenger Seats or Maximum Payload of 6,000 Pounds or More

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 Office of Management and Budget (OMB) approval to renew an information collection. This collection involves the certification and operation of aircraft with seating capacity of 20 or more passengers, or maximum payload of 6,000 pounds or more, and includes the operator application requirements, maintenance requirements, and various operational requirements.

DATES: Written comments should be submitted by April 8, 2024.

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: John H. Attebury by email at: John.H.Attebury@faa.gov; phone: 281–929–7078.

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: 2120–0085.

Title: Certification and Operations: Airplanes With Seating Capacity of 20 or More Passenger Seats or Maximum Payload of 6,000 Pounds or More.

Form Numbers: There are no FAA forms associated with this collection.

²⁶ 17 CFR 200.30–3(a)(57).

Type of Review: Renewal.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 16, 2023 (88 FR 39503). Title 49, United States Code, Section 44701 (formerly the Federal Aviation Act of 1958, Section 601) authorizes the Secretary of Transportation to provide for reasonable rules and regulations necessary to provide for minimum safety. 14 CFR part 125 prescribes requirements for issuing operating certificates and for appropriate operating rules. The reporting and recordkeeping requirements under this collection are necessary for the FAA to issue, reissue, and amend part 125 applicants' operating certificates and operation specifications. A letter of application and related documents that set forth an applicant's ability to conduct operations in compliance with the provisions of 14 CFR part 125 are submitted to the appropriate Flight Standards District Office (FSDO). Inspectors in FAA FSDOs review the submitted information to determine certificate eligibility. If the letter of application, related documents, and inspection show that the applicant satisfactorily meets acceptable safety standards, an operating certificate and operations specifications will be issued. If the information were not collected, the FAA could not discharge its responsibility to promote the safety of large airplane operators during such operations.

Respondents: 54 part 125 operators (38 certificated operators, 15 operators issued a Letter of Deviation Authority (LODA), and one new applicant per year).

Frequency: On occasion.

Estimated Average Burden per Response: 13 minutes.

Estimated Total Annual Burden: Approximately 36,000 hours.

Issued in Washington, DC, on March 5, 2024.

D.C. Morris,

Aviation Safety Analyst, Flight Standards Service, General Aviation and Commercial Division.

[FR Doc. 2024-04997 Filed 3-7-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2023-0098]

Agency Information Collection Activities; Approval of a New Information Collection Request: Safety Impacts of Human-Automated Driving System (ADS) Team Driving Applications

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. This notice invites comments on a proposed information collection titled *Safety Impacts of Human-Automated Driving System (ADS) Team Driving Applications*. It is a driving simulator study with a series of questionnaires that will quantify the safety implications of team driving applications between humans and ADS-equipped commercial motor vehicles (CMVs). The study will assess the safety benefits and disbenefits of human-ADS team driving applications and support the analysis of potential requests for relief from FMCSA's hours of service (HOS) regulations.

DATES: Comments on this notice must be received on or before April 8, 2024.

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 information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Brian Routhier, Office of Research and Registration, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; 202-366-1225; brian.routhier@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Safety Impacts of Human-Automated Driving System (ADS) Team Driving Applications.

OMB Control Number: 2126-00XX.

Type of Request: New ICR.

Respondents: Commercial motor vehicle drivers.

Estimated Number of Respondents: 80.

Estimated Time per Response: 17 hours.

Expiration Date: This is a new ICR.
Frequency of Response: One response.
Estimated Total Annual Burden: 508.5 hours.

Background

Over the past 15 years, ADS technology has advanced rapidly through innovation. As more manufacturers and technology companies move toward higher levels of automation (*i.e.*, SAE International Level 4 (L4)), it is not fully clear how human drivers will team with ADS-equipped trucks. L4 ADS-equipped CMVs are capable of all functions and controls necessary for driving without human monitoring in limited conditions, and the human driver will not be asked to take over control of the vehicle. L4 ADS will not operate outside of the conditions for which it was designed. Currently, there are at least four use cases where a human may team with an ADS-equipped CMV:

1. In-vehicle driver teams with an ADS CMV;
2. In-vehicle driver teams with a following ADS-equipped CMV;
3. In-vehicle driver teams with a remote assistant to monitor and control an ADS CMV; and
4. Remote driver teaming with ADS CMV.

Each of the teaming use cases above offers different potential human factors benefits and challenges. However, it is unclear how each human-ADS teaming use case will affect safety, productivity, and efficiency. Each teaming combination may positively or negatively affect a driver's cognitive workload, level of fatigue, alertness, or distraction compared to the case of a traditional driver in a truck without ADS. For example, the in-vehicle drivers and remote assistants/drivers in the above teaming use cases may experience varying workloads and differences in the development of fatigue.

Previous research conducted by FMCSA found a paucity of extant research related to ADS-equipped CMVs. To date, most commercial ADS on U.S. roadways are in passenger vehicles, and ADS-equipped CMVs are only recently being implemented in real-world operations. Therefore, FMCSA needs more data on ADS-equipped CMVs to understand the human factors surrounding team driving applications between humans and ADS-equipped CMVs.