

costs of Commission rules and forms. Compliance with the collection of information requirements of the rule is necessary to obtain the benefit of relying on the rule's permission for funds to maintain their assets in foreign custodians. The information provided under rule 17f-7 will not be kept confidential.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB Control Number.

The public may view and comment on this information collection request at: [https://www.reginfo.gov/public/do/PRAViewICR?ref\\_nbr=202512-3235-007](https://www.reginfo.gov/public/do/PRAViewICR?ref_nbr=202512-3235-007) or email comment to [MBX.OMB.OIRA.SEC\\_desk\\_officer@omb.eop.gov](mailto:MBX.OMB.OIRA.SEC_desk_officer@omb.eop.gov) within 30 days of the day after publication of this notice, by April 3, 2026.

Dated: February 26, 2026.

**Sherry R. Haywood,**

*Assistant Secretary.*

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BILLING CODE 8011-01-P

## DEPARTMENT OF STATE

[Public Notice: 12955]

### Defense Trade Advisory Group; Notice of Renewal

**AGENCY:** Department of State.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of State's Bureau of Political-Military Affairs (the Bureau) is renewing the charter of the Defense Trade Advisory Group (DTAG), and provides the following information, as required by the General Services Administration (GSA).

**FOR FURTHER INFORMATION CONTACT:** Quartney Ross, 771-205-1984, [DTAG@state.gov](mailto:DTAG@state.gov).

**SUPPLEMENTARY INFORMATION:** The following information is required by GSA in accordance with the Federal Advisory Committee Act (FACA) Final Rule (41 CFR 102-3.60):

#### Department of State

#### Defense Trade Advisory Group

#### Public Interest Determination

Pursuant to 41 U.S.C. 102-3.60(a), to establish, renew, reestablish, or merge a discretionary (agency discretion) advisory committee, an agency must first consult with the General Services Administration's Committee Management Secretariat (the Secretariat) and, as part of the consultation, provide

a written public interest determination approved by the head of the agency to the Secretariat with a copy to the Office of Management and Budget. In addition, pursuant to 41 U.S.C. 102-3.35, an agency shall follow the same consultation process and document in writing the same determination of need before creating a subcommittee under a discretionary committee that is not made up entirely of members of a parent advisory committee.

Information on the following factors for the committee is provided to the Secretariat to demonstrate that renewing the committee is in the public interest:

1. Annual Budget: \$230,700.
  - a. *Federal personnel on a full-time equivalent (FTE) basis:* 0.50 FTE.
  - b. *Other Federal internal costs:* Included in total.
  - c. *Proposed payments to members:* None.
  - d. *Proposed number of members:* Maximum of 50.
  - e. *Reimbursable costs:* No reimbursable costs such as travel expenses.

2. *If applicable, the total dollar value of grants expected to be recommended during the fiscal year:* Not applicable.

3. *Criteria for selecting members to ensure the committee has the necessary expertise and fairly balanced membership:*

The DTAG will have a maximum of 50 sector members. The process to identify potential candidates for the DTAG begins with a notice in the **Federal Register**. The Department will review the information from each applicant, which includes: (1) name of applicant; (2) affirmation of U.S. citizenship; (3) individual or organizational affiliation and title, as appropriate; (4) mailing address; (5) work telephone number; (6) email address; (7) résumé; (8) summary of qualifications for DTAG membership, and (9) confirmation that the applicant is not registered as a Federal lobbyist. The Bureau, with the advice of Department of State attorneys, will strive to maintain and keep balance on the DTAG. Vacancies will be filled during the biannual membership renewal period. DTAG members are invited to serve for a period of two years.

4. *List of all other Federal advisory committees of the agency:*

- Advisory Committee for the Study of Eastern Europe and the Independent States of the Former Soviet Union (lapsed statutory)
- U.S. National Committee for UNESCO (lapsed statutory)
- Board of Visitors of the Foreign Service Institute

- Advisory Committee on Private International Law
- Advisory Committee on International Postal and Delivery Services
- Cultural Property Advisory Committee
- Advisory Committee on International Law
- Advisory Committee on Historical Diplomatic Documentation
- The President's Emergency Plan for AIDS Relief
- Shipping Coordinating Committee
- United States Advisory Commission on Public Diplomacy

5. *Justification that the information or advice provided by the Federal advisory committee or subcommittee is not available from another Federal advisory committee, another Federal Government source, or any other more cost-effective and less burdensome source:*

Members of the DTAG are chosen by the Department because they are experts in issues involving defense trade, much more so than individuals who might attend periodic public meetings. The Department creates specific tasks for the DTAG, based on agency needs, related to U.S. laws, policies, and International Traffic in Arms Regulations (ITAR) concerning the export of defense articles, services, and related technical data for Foreign Military Sales and Direct Commercial Sales. The DTAG is uniquely qualified to study the issues presented in the tasks and provide specialized advice and recommendations. This advisory capacity is critical for ensuring that defense trade regulations align with U.S. national security and foreign policy interests.

6. *If the consultation is a committee renewal, a summary of the previous accomplishments of the committee and the reasons it needs to continue:*

a) The DTAG's input has supported enhancements to the Defense Export Control and Compliance System (DECCS).

b) The DTAG's recommendations were essential for completing DDTC's Compliance Program Guidelines and Compliance Risk Matrix to help industry and academia strengthen compliance.

c) The DTAG's recommendations are essential for the Department's ongoing effort to reduce the regulatory burden on industry related to Part 130 reporting on political contributions and fees.

7. *Explanation of why the committee/subcommittee is essential to the conduct of agency business:*

The DTAG is the only Department advisory committee exclusively focused on defense trade issues, including U.S.

laws, policies, and regulations governing the export of defense articles, services, and related technical data, including both Foreign Military Sales and Direct Commercial Sales. DTAG provides informed advice to the Department on matters affecting defense trade by leveraging the expertise of public and private sector representatives from defense companies, trade associations, law firms, policy institutions, and academia.

This public interest determination documents that renewing the committee is essential to the conduct of agency business and that the information to be obtained is not already available through another advisory committee or source within the Federal Government.

**Paula C. Harrison,**

*Designated Federal Officer, Defense Trade Advisory Group, U.S. Department of State.*

[FR Doc. 2026-04153 Filed 3-2-26; 8:45 am]

**BILLING CODE 4710-25-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Operating Limitations at Chicago O'Hare International Airport, Notice of Meeting and Request for Information

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

**ACTION:** Notice of scheduling reduction meeting and request for information.

**SUMMARY:** FAA will conduct a meeting to discuss flight restrictions at Chicago O'Hare International Airport (ORD) to reduce overscheduling and flight delays during peak hours of operation at that airport. This meeting is open to all scheduled air carriers, regardless of whether they currently provide scheduled service to ORD, and to the Chicago Department of Aviation, which is the airport operator of ORD. Registration in advance of the meeting is requested. In addition, FAA invites interested persons to submit written information on such schedule reductions. FAA plans to issue its decision on scheduling limitations in a final order.

**DATES:** *Scheduling reduction meeting.* The FAA Administrator will host opening remarks on March 3, 2026, at 3:00 p.m. FAA will hold the scheduling reduction meeting on March 4, 2026, beginning at 9:00 a.m., and the meeting may continue, if necessary, until adjourned by the FAA.

*Written information.* Any written information on the subject of schedule reductions at ORD, including data and

views, must be submitted by March 11, 2026. To the extent possible, FAA will consider late-filed submissions in making its determination in its final order.

**ADDRESSES:** *Scheduling reduction meeting.* The meeting will be held in the Bessie Coleman Room at the Orville Wright Building of the FAA, 800 Independence Ave. SW, Washington, DC 20591.

• *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for submitting your information or comments electronically.

*Instructions:* You must include the agency name and docket number FAA-2004-16944 for this notice at the beginning of the information that you submit. Note that the information received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Submissions to the docket that include trade secrets, confidential, commercial, or financial information, or sensitive security information will not be posted in the public docket. Such information will be placed in a separate file to which the public does not have access, and a note will be placed in the public docket to state that the agency has received such materials from the submitter.

*Privacy:* We will post all comments we receive, without change, including any personal information you provide. Using the search function of the docket website, anyone can find and read the electronic form of all comments received into any of our dockets, including the name of the individual sending or signing the comment. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

*Docket:* To read background documents or comments received, go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the docket. Alternatively, you may visit the Docket Management Facility in Room W12-140 of the West Building Ground Floor of the Department of Transportation at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Registration:* To register for attendance, contact Al Meilus at the numbers provided in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

**FOR FURTHER INFORMATION CONTACT:** Al Meilus, Slot Administration and Capacity Analysis, FAA ATO System Operations Services, AJR-G5, Federal Aviation Administration, 800

Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2822; email [al.meilus@faa.gov](mailto:al.meilus@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The Federal Aviation Act (the Act) at 49 U.S.C. 41722, authorizes the Secretary of Transportation to request air carriers to attend a meeting with the FAA Administrator to discuss flight schedule reductions at any severely congested airport during peak operating hours.

The Department of Transportation (DOT) and FAA have determined that the communicated increase in operations at ORD will exceed the airport's capacity throughout the Summer 2026 scheduling season, March 29, 2026, through October 25, 2026. In addition to planned schedule increases by carriers, ORD continues to undergo long term construction projects that have and will impact operations to varying degrees throughout the Summer 2026 Scheduling Season.

Currently published schedules exceed 3,080 daily operations on peak days (source: Cirium).<sup>1</sup> By comparison, daily scheduled operations for the Summer 2025 Scheduling Season peaked at approximately 2,680 total operations. This proposed increase is significant and would stress the runway, terminal, and air traffic control systems at the airport.

Presently, ORD facilitates approximately 100 hourly departures and arrivals respectively, resulting in approximately 2,800 total daily operations. This level of operations is manageable given the current infrastructure and staffing resources available at ORD. FAA proposes adopting these same limits throughout the Summer 2026 Scheduling Season to prevent large-scale operational disruption while also allowing air carriers to operate within the airport's demonstrated manageable capacity. FAA will review each 30-minute period between 06:00 and 21:59 local time with carriers to meet the overall hourly proposed scheduling limit.

As such, the Administrator has determined, pursuant to the Act, that scheduled operations at ORD must be

<sup>1</sup> Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Summer 2026 Scheduling Season. October 3, 2025. <https://www.faa.gov/media/106116>.

<sup>2</sup> The publication of the Summer 2026 Schedule Submission notice was made on the FAA's website due to the lapse in appropriations disrupting timely publication in the **Federal Register**.