**FOR FURTHER INFORMATION CONTACT:** Charles Huet by email at: *charles.huet@faa.gov* or phone: (202) 267–7427

**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:* 2120–0720.

*Title:* Human Space Flight Requirements for Crew/Space Flight Participants.

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

*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 September 26, 2023 (88 FR 66121). There were no comments. The FAA established requirements for human space flight and space flight participants required by the Commercial Launch Amendment of 2004. The information collected is used by the FAA, a licensee or permittee, a space flight participant.

*Respondents:* All commercial space entities that propose to conduct a launch or reentry with flight crew or space flight participants on board must comply with this collection.

*Frequency:* On occasion.

*Estimated Average Burden per Response:* 4 Hours.

*Estimated Total Annual Burden:* 808 Hours.

Issued in Washington, DC.

**James A. Hatt,**

*Space Policy Division Manager, Office of Commercial Space Transportation.*

[FR Doc. 2026–05638 Filed 3–20–26; 8:45 am]

**BILLING CODE 4910–13–P**

## 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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 2, 2024. The collection involves conducting research in the form of written responses or 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. If preferred, stakeholders will be able to provide written responses in lieu of an interview. 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 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 shape future droneport research efforts and possible standards and guidance material.

**DATES:** Written comments should be submitted by April 22, 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:** Joseph Healey by email at: *Joseph.F.Healey@faa.gov;* phone: 609–485–6429.

**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–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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 2, 2024 (89 FR 7435). 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. 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.

As part of this research effort, the FAA will obtain responses from stakeholders, in the form of in-person or virtual interviews or written responses, with representatives from the following organizations: airports, droneports, private entities, original equipment manufacturers, UAS industry vendors, the military, international aviation community, and academia. 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 this outreach 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 focus on both UAS with weights lower than 55 pounds (*i.e.,* small UAS) and UAS aircraft weighing 55 pounds or more (and include operational considerations for cargo transport). Both fixed wing and rotary operations 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 hours

*Estimated Total Annual Burden:* 250 hours

Issued in Atlantic City, NJ, on March 19, 2026.

**Joseph F. Healey,**

*Airport Research Specialist, FAA Aviation Research Division, Airport Emerging Technology R&D Section (ANG–E263).*

[FR Doc. 2026–05603 Filed 3–20–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

**[Docket No. FMCSA–2025–0556]**

### Agency Information Collection Activities; Renewal of an Approved Information Collection Request: Unified Registration System, FMCSA Registration/Updates

**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. FMCSA requests approval to renew the previously approved ICR now titled ''Unified Registration System, FMCSA Registration/Updates,'' OMB Control No. 2126–0051. This ICR applies to new registrants seeking initial registration and operating authority registration from FMCSA. New registrants seeking to register with FMCSA must use online Form MCSA–1, accessible via the Unified Registration System (URS).

**DATES:** Comments on this notice must be received on or before April 22, 2026.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be submitted 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:** Mr. Jeffrey Secrist, Office of Registration, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 385–2367; *jeff.secrist@dot.gov.*

**SUPPLEMENTARY INFORMATION:**

*Title:* Unified Registration System, FMCSA Registration/Updates.

*OMB Control Number:* 2126–0051.

*Type of Request:* Renewal of a currently approved information collection.

*Respondents:* Carrier compliance officer or equivalent from transportation entities subject to FMCSA's licensing, registration, and certification regulations.

*Estimated Number of Respondents:* 549,782 (183,261 per year).

*Estimated Time per Response:* 1.34 hours.

*Expiration Date:* May 31, 2026.

*Frequency of Response:* One-time information collection.

*Estimated Total Annual Burden:* 736,708 hours (245,569 per year).

**Background**

FMCSA registers for-hire motor carriers of regulated commodities and of passengers, under 49 U.S.C. 13902(a); surface freight forwarders, under 49 U.S.C. 13903; property brokers, under 49 U.S.C. 13904; and certain Mexico-domiciled motor carriers, under 49 U.S.C. 13902(c). These motor carriers may conduct transportation services in the United States only if they are registered with FMCSA. Each registration is effective from the date specified and remains in effect for such period as the Secretary of Transportation determines by regulations.

The final rule titled ''Unified Registration System,'' (78 FR 52608) dated August 23, 2013, implemented statutory provisions for an online registration system for entities that are subject to FMCSA's licensing, registration, and certification regulations. URS streamlines the registration process and serves as a clearinghouse and repository of information on motor carriers, brokers, freight forwarders, intermodal equipment providers, hazardous materials safety permit applicants, and cargo tank facilities required to register with FMCSA. When developing URS, FMCSA planned that the OP–1 series of forms (except for OP–1(MX)) would ultimately be folded into one overarching form (MCSA–1), which would be used by all motor carriers seeking authority.

FMCSA began a phased rollout of URS in 2015. The first phase, which became effective on December 12, 2015, impacts only first-time applicants seeking an FMCSA-issued registration. FMCSA had planned subsequent rollout phases for existing registrants; however, these subsequent phases have not yet been finalized.

On January 17, 2017, FMCSA issued a final rule titled ''Unified Registration System; Suspension of Effectiveness,''