

are passed into the FAA Automated Vacancy Information Access Tool for Online Referral (AVIATOR) to answer specific questions related to FAA job vacancy of interest. This pass through is a direct USAJOBS interface with AVIATOR and hence, there is no standalone link to be used by the applicants.

The information collected is necessary to determine basic eligibility for employment and potential eligibility for Veteran's Preference, Veteran's Readjustment Act, and People with Disability appointments. In addition, there are specific occupation questions that assist the FAA Office of Human Resource Management (AHR) in determining candidates' qualifications in order that the best-qualified candidates are hired for the many FAA occupations.

DATES: Written comments should be submitted by May 22, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket:

www.regulations.gov (Enter docket number into search field).

By mail: Toni Main-Valentin, Federal Aviation Administration, AHF-002, 6500 S. MacArthur Blvd., Room 117, Oklahoma City, OK 73169.

FOR FURTHER INFORMATION CONTACT: Toni Main-Valentin by email at: toni.main-valentin@faa.gov.

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: 2120-0597.

Title: Application for Employment with the Federal Aviation Administration.

Form Numbers: Not applicable.

Type of Review: Renewal of an information collection.

Background: Under the provisions of Public Law 104-50, the Federal Aviation Administration (FAA) was given the authority and the responsibility for developing and implementing its own personnel system without regard to most of the provisions of Title 5, United States Code, exceptions being those concerning

veteran's preference and various benefits.

The OPM developed a suite of forms for use in automated employment processes: all under a single OMB approval. The FAA AHR has the same OMB approval for its automated application for employment. By automating processes for employment application and the evaluation of candidates, AHR has markedly improved the service it provides to the public as well as its ability to locate and hire the best-qualified applicants. Lastly, via this process, applicants are provided with on-line results immediately upon submitting their application questionnaires.

The Agency is requesting certain information necessary to determine basic eligibility for employment and potential eligibility for Veteran's Preference, Veteran's Readjustment Act, and People with Disability appointments. In addition, occupation specific questions assist AHR in determining candidates' qualifications in order that the best-qualified candidates are hired for the many FAA occupations. The system currently in use for this collection is the Automated Vacancy Information Access Tool for Online Referral (AVIATOR). This system cannot be directly accessed. Applicants are transferred to the AVIATOR system from OPM's USAJOBS website during the application process.

Respondents: 78,713 US citizens identified as applicants for employment with the Federal Aviation Administration.

Frequency: On occasion/as interested.

Estimated Average Burden per Response: 1 Hour.

- 1 Hour—Average time for an applicant to complete the entire application process.
- 10 Minutes—Approximate time for an AHR human resource specialist to review and validate applicant's application.
- 40 Minutes—Approximate time for the IT staff to generate ad-hoc data and reports for a vacancy announcement that an applicant has applied to.

Estimated Total Annual Burden: 78,713 hours (Applicant), 12,594 hours (FAA AHR Staff), and 23,614 hours (FAA IT Staff).

Issued in New Cumberland, PA on February 23, 2026.

Erik L. Chuba,

PMP, IT Project Manager/AVIATOR System Owner and PM [IT Project Manager, Office of Information and Technology (AIT), Mission Partnership Service (APS), APS-120, Partnerships and Project Management, Branch B.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-5868]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Human Space Flight Requirements for Crew/Space Flight Participants

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 to make public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The information for this collection is mandatory. The collection involves information demonstrating that a launch or reentry operation involving human participants will meet the risk criteria and requirement to ensure public safety. The FAA has established requirements for human space flight crew and space flight participants as required by the Commercial Space Launch Amendments Act of 2004. On December 15, 2006, the FAA published a final rule (71 FR 75616) which established requirements for crew qualifications, training and notification, and training and informed consent requirements for space flight participants. The requirements were designed to achieve public safety and to notify participants of the risks they face from launch or reentry.

DATES: Written comments should be submitted by May 22, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket:

www.regulations.gov (Enter docket number into search field).

By mail: Charles Huet, 1200 New Jersey Avenue SE, Washington, DC 20591.

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