investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (*https://www.sec.gov/rules/sro.shtml*); or
- Send an email to *rule-comments@sec.gov.* Please include File Number SR–ICC–2026–007 on the subject line.

Paper Comments

Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549.

All submissions should refer to File Number SR–ICC–2026–007. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*https://www.sec.gov/rules/sro.shtml*). Copies of such filings will be available for inspection and copying at the principal office of ICE Clear Credit and on ICE Clear Credit's website at *https://www.ice.com/clear-credit/regulation.*

Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection.

All submissions should refer to File Number SR–ICC–2026–007 and should be submitted on or before August 3, 2026.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[20]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2026–14016 Filed 7–10–26; 8:45 am]

BILLING CODE 8011–01–P

[20] 17 CFR 200.30–3(a)(12).

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–3321]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Domestic and International Flight Plans

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 involves extracting flight data such as aircraft, routing speed, etc. from domestic and international flights. FAA Form 7233–1 (Domestic) and FAA Form 7233–4 (International), Flight Plan: Both forms are used to collect Domestic flight plan information and used to govern the flight of aircraft for the protection and identification of aircraft and property and persons on the ground. The information is used by air traffic controllers, search and rescue (SAR) personnel, flight standards inspectors, accident investigators, military, law enforcement, and the Department of Homeland Security.

DATES: Written comments should be submitted by September 11, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (FAA–2026–3321).

By Mail: Nathan Dekker, AJR–B 3721, Macintosh Dr., Warrenton, VA 20187.

FOR FURTHER INFORMATION CONTACT: Nathan Dekker by email at: *Nathan.G.Dekker@faa.gov,* phone: 202–267–6899.

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: 2120–0026.

Title: Domestic and International Flight Plans.

Form Numbers: FAA form 7233–1 Domestic Flight Plan, FAA form 7233–4 International Flight Plan.

Type of Review: Renewal of an information collection.

Background: The Federal Aviation Administration (FAA) is authorized and directed by Title 49, United States Code, paragraph 40103(b), to prescribe air traffic rules and regulations governing the flight of aircraft for the protection and identification of aircraft and property and persons on the ground. Title 14, CFR, part 91, subchapter F, prescribes flight rules governing the operation of aircraft within the United States. These rules govern the operation of aircraft (other than moored balloons, kites, unmanned rockets and unmanned free balloons) within the United States and for flights across international borders. Paragraphs 91.153 and 91.169, address flight plan information requirements. Paragraph 91.173 states requirements for when an IFR flight plan must be filed. Internationally, International Standards Rules of the Air, Annex 2 to the Convention on International Civil Aviation paragraph 3.3 establishes parallel requirements for international flight plans. Within the national capital region, the Washington, DC Special Flight Rules Area (SFRA) imposes additional obligations, requiring pilots operating within a certain radius of Washington, DC, including those departing from three general aviation airports in Maryland must file a flight plan regardless of whether they are operating under VFR and IFR.

This collection of information supports the Department of Homeland Security and the Department of Defense in addition to the normal flight plan purposes. The forms outline an aircraft's intended departure location, route, destination and flight duration to air traffic control for flight capabilities, and search and rescue.

Almost 100 percent of flight plans are filed electronically. However, as a courtesy to the aviation public, flight plans may be submitted in paper form. Flight plans may be filed in the following ways:

- Some air carrier and air taxi operations, and certain corporate aviation departments, have been granted authority to electronically file flight plans directly with the FAA. The majority of air carrier and air taxi flights are processed in this manner.
- Air carrier and air taxi operators may submit prestored flight plan information on scheduled flights to Air Route Traffic Control Centers (ARTCC)

to be entered electronically at the appropriate times.

- Pilots may call 1–800–WX–BRIEF (992–7433) or 1–833–AK–BRIEF (252–7433) file flight plans with a flight service station specialist who enters the information directly into a computer system that transmits the information to the appropriate air traffic facility. Pilots calling certain flight service stations have the option of using a voice recorder to store the information that will later be entered into a computer system by a specialist.
- Using internet access, pilots may file flight plans electronically through web applications provided by flight service, at no cost to the users. Third-party subscription-based vendors are also available for direct electronic filing. The vendors allow pilots to store flight data so that minimal additional information is required when filing a flight plan.
- Private and corporate pilots who fly the same aircraft and routes at regular times may store flight plans with flight service stations. The flight plans will then be transmitted automatically into the air traffic system at the appropriate time.
- Pilots who visit a flight service station in person may choose to file a flight plan by using a paper form. The data will then be entered into a computer and filed electronically. The pilot will often keep the paper copy for his/her record.

Respondents: Air carrier and air taxi operations, and certain corporate aviation departments, General Aviation Pilots.

Frequency: On occasion.

Estimated Average Burden per Response: 2.5 minutes.

Estimated Total Annual Burden: 292,724.

Issued in Washington, DC, on July 8, 2026.

Nathan Geoffry Dekker,

Air Traffic Control Specialist, Office of Flight Service Safety and Operations, AJR–B.

[FR Doc. 2026–14010 Filed 7–10–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2026–2443]

Pipeline Safety: Guidance for Enhancing the Effectiveness of Distribution Integrity Management Programs

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT or Department).

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: PHMSA issues this advisory bulletin to remind owners and operators of gas distribution systems of the distribution integrity management program (DIMP) requirements under 49 CFR part 192, subpart P. The guidance is intended to improve implementation of DIMP risk evaluations by addressing factors such as high-risk infrastructure, interactive threats, and leak management effectiveness. In addition, the guidance urges pipeline operators to adopt the most appropriate risk models for use within their integrity management programs, with full consideration of probabilistic risk models.

FOR FURTHER INFORMATION CONTACT: Nancy White by phone at 202–923–8268 or by email at *Nancy.White1@dot.gov.*

SUPPLEMENTARY INFORMATION: To address National Transportation Safety Board (NTSB) Safety Recommendations P–21–2 and P–26–2, PHMSA is reminding owners and operators of gas distribution systems of existing DIMP risk evaluation requirements under 49 CFR part 192, subpart P. This guidance:

- Emphasizes ongoing efforts to advance pipeline safety risk management and risk evaluations, including foundational concepts developed by the PHMSA-organized Risk Modeling Work Group (RMWG) and its subsequent report, which provides an overview of models that may be universally applicable and used for improved DIMP implementation.[1]
- Reinforces existing PHMSA safety initiatives, including the 2011 *Call to Action* to modernize aging and high-risk pipeline infrastructure; recent DIMP implementation guidance in ADB–2026–01; and the July 2025 *Inspection and Enforcement Priorities* memorandum, which prioritizes oversight of high-impact pipeline safety issues, including operator compliance with DIMP regulations.[2]
- Highlights recent updates to *The Guide for Gas Transmission, Distribution, and Gathering Piping Systems* (ANSI/GPTC Z380.1, 2022 edition) addressing interactive threats, system degradation over time, and leak investigation procedures.
- Urges pipeline operators to adopt the most appropriate risk models for use within their integrity management programs, with full consideration of probabilistic risk models.

Guidance and advisory bulletins are intended to provide clarity regarding an operator's existing legal obligations but are not themselves rules meant to bind the public in any way; they do not assign duties, create legally enforceable rights, or impose new obligations that are not otherwise contained in regulations. Accordingly, this guidance will not be relied upon by the Department as an independent basis for affirmative enforcement action or other administrative penalty.

I. Advisory Bulletin (ADB–2026–06)

To: Owners and Operators of Gas Distribution Pipeline Systems

Subject: Guidance for Enhancing the Effectiveness of Distribution Integrity Management Programs

Advisory: On February 23, 2018, a natural gas distribution incident occurred on a system operated by Atmos Energy Corporation (Atmos) in Dallas, Texas. The incident resulted in one fatality, four injuries, and major structural damage to a home. Two separate gas-related incidents occurred two days earlier at nearby residences served by the same gas distribution system. Those incidents burned one occupant and caused significant structural damage to both residences.

The NTSB determined the probable cause of the February 23 incident was:

[T]he ignition of an accumulation of natural gas that leaked from the gas main that was damaged during a sewer replacement project 23 years earlier and was undetected by Atmos Energy Corporation's investigation of two related natural gas incidents on the 2 days prior to the explosion. Contributing to the explosion was Atmos Energy Corporation's insufficient wet weather leak investigation procedures. Contributing to the severity of the explosion was Atmos Energy

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[1] See *https://www.phmsa.dot.gov/pipeline/risk-modeling-work-group/risk-modeling-work-group-overview* (providing guidance for documenting RMWG activities); PHMSA, *Pipeline Risk Modeling: Overview of Methods and Tools for Improved Implementation* (Feb. 1, 2020) (2020 Risk Modeling Report) available at *https://www.phmsa.dot.gov/pipeline/risk-modeling-work-group/pipeline-risk-modeling-overview-methods-and-tools-improved-implementation-report* (discussing risk modeling principally in the context of gas transmission and hazardous liquid pipelines).

[2] DOT, *U.S. Department of Transportation Call to Action To Improve the Safety of the Nation's Energy Pipeline System* (Nov. 1, 2011) (Call to Action), available at *https://www.phmsa.dot.gov/safety-awareness/pipeline/call-to-action;* PHMSA, ADB–2026–01, *Pipeline Safety: Distribution Integrity Management Program Considerations for Plastic Piping and Components,* 91 FR 2995 (Jan. 23, 2026); PHMSA, *Pipeline Safety Inspection and Enforcement Priorities* (July 17, 2025), available at *https://www.phmsa.dot.gov/regulatory-compliance/phmsa-guidance/phmsa-pipeline-safety-inspection-and-enforcement-priorities.*