

OMB Control Number: 1218–0274.

Affected Public: Business or other for-profits.

Number of Respondents: 336.

Number of Responses: 5,129.

Frequency of Responses: On occasion.

Average Time per Response: Varies.

Estimated Total Burden Hours: 15,930.

Estimated Cost (Operation and Maintenance): 0.

IV. Public Participation—Submission of Comments on This Notice and Internet Access to Comments and Submissions

You may submit comments in response to this document as follows: (1) electronically at <https://www.regulations.gov>, which is the Federal eRulemaking Portal; or (2) by facsimile (fax), if your comments, including attachments, are not longer than 10 pages you may fax them to the OSHA Docket Office at (202) 693–1648. All comments, attachments, and other material must identify the agency name and the OSHA docket number for the ICR (Docket No. OSHA–2018–0006). You may supplement electronic submission by uploading document files electronically.

Comments and submissions are posted without change at <https://www.regulations.gov>. Therefore, OSHA cautions commenters about submitting personal information such as social security numbers and dates of birth. Although all submissions are listed in the <https://www.regulations.gov> index, some information (e.g., copyrighted material) is not publicly available to read or download from this website. All submission, including copyrighted material, are available for inspection and copying at the OSHA Docket Office. Information on using the <https://www.regulations.gov> website to submit comments and access the docket is available at the website's "User Tips" link. Contact the OSHA Docket Office at (202) 693–2350, (TTY) (877) 889–5627 for information about materials not available from the website, and for assistance in using the internet to locate docket submissions.

V. Authority and Signature

Amanda Laihow, Acting Assistant Secretary of Labor for Occupational Safety and Health, directed the preparation of this notice. The authority for this notice is the Paperwork Reduction Act of 1995 (44 U.S.C. 3506 *et seq.*) and Secretary of Labor's Order No. 8–2020 (85 FR 58393).

Signed at Washington, DC, on July 3, 2025.

Amanda Laihow,

Acting Assistant Secretary of Labor for Occupational Safety and Health.

[FR Doc. 2025–12908 Filed 7–10–25; 8:45 am]

BILLING CODE 4510–26–P

NATIONAL SCIENCE FOUNDATION

Committee on Equal Opportunities in Science & Engineering; Cancellation of Meeting

AGENCY: National Science Foundation.

ACTION: Notice; cancellation of meeting date.

The National Science Foundation published a notice in the **Federal Register** June 23, 2025, in FR Doc. 2025–11435 at 90 FR 26618–26619, concerning a meeting of the Committee on Equal Opportunities in Science & Engineering. The meeting scheduled for Thursday, October 30, 2025, at 1 p.m. (ET) is cancelled.

FOR FURTHER INFORMATION CONTACT: Please contact Crystal Robinson crrobbins@nsf.gov or 703–292–8687.

Dated: July 9, 2025.

Crystal Robinson,

Committee Management Officer, National Science Foundation.

[FR Doc. 2025–13031 Filed 7–10–25; 8:45 am]

BILLING CODE 7555–01–P

NATIONAL TRANSPORTATION SAFETY BOARD

Investigative Hearing

A recent midair collision accident southeast of Ronald Reagan Washington National Airport (DCA), Arlington, Virginia, has motivated this investigative hearing.

On January 29, 2025, about 2048 eastern standard time (EST), a Sikorsky UH–60L, operated by the US Army under the callsign PAT25, and an MHI (Mitsubishi Heavy Industries) RJ Aviation (formerly Bombardier) CL–600–2C10 (CRJ700), N709PS, operated by PSA Airlines as flight 5342, collided in flight approximately 0.5 miles southeast of Ronald Reagan Washington National Airport (DCA), Arlington, Virginia, and impacted the Potomac River in southwest Washington, District of Columbia.

The 2 pilots, 2 flight attendants, and 60 passengers aboard the airplane and all 3 crew members aboard the helicopter were fatally injured. Both aircraft were destroyed as a result of the accident. Flight 5342 was operating

under the provisions of Title 14 Code of Federal Regulations (CFR) Part 121 as a scheduled domestic passenger flight from Wichita Dwight D. Eisenhower National Airport (ICT), Wichita, Kansas, to DCA. PAT25 originated from Davison Army Airfield (DAA), Fort Belvoir, Virginia, for the purpose of the pilot's annual standardization evaluation with the use of night vision goggles (NVGs). Night visual meteorological conditions prevailed in the area of DCA at the time of the accident.

The investigative hearing will discuss the following issue areas:

- Overview of Accident Helicopter's Air Data Systems and Altimeters.
- Overview of the DCA Class B Airspace and Helicopter Routes.
- Procedures and Guidance Used by DCA Air Traffic Control.
- Overview of Collision Avoidance Technology.
- Safety Data Available and Safety Management Systems at the Various Organizations.

Parties to the hearing are the Air Line Pilots Association; Federal Aviation Administration; National Air Traffic Controllers Association; PSA Airlines; Sikorsky; US Army.

Order of Proceedings

1. Opening Statement by the Chair of the Board of Inquiry
2. Introduction of the Board of Inquiry and Technical Panel
3. Introduction of the Parties to the Hearing
4. Introduction of Exhibits by Hearing Officer
5. Overview of the incident and the investigation by Investigator-In-Charge
6. Calling of Witnesses by Hearing Officer
7. Closing Statement by the Chair of the Board of Inquiry

The investigative hearing will be held at the NTSB Boardroom and Conference Center, 429 L'Enfant Plaza East SW, Washington, DC 20594 on Wednesday, July 30, 2025, 9:00 a.m. to 7:00 p.m. eastern time (ET), Thursday, July 31, 2025, 9:00 a.m. to 7:00 p.m. eastern time (ET), and Friday, August 1, 2025, 9:00 a.m. to 1:00 p.m. ET.

Media planning to cover the investigative hearing are asked to contact Peter Knudson at (202) 314–6100 or mediarelations@ntsb.gov.

The investigative hearing will be transmitted live via the NTSB's YouTube channel at <https://www.youtube.com/user/NTSBgov>. An archival video of the hearing will be available via the website for 30 days after the hearing.

Individuals requiring reasonable accommodation and/or wheelchair