

*Economic Injury (EIDL) Loan Application Deadline Date: 08/18/2020.*

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

**SUPPLEMENTARY INFORMATION:** The notice of the President's major disaster declaration for the State of SOUTH DAKOTA, dated 11/18/2019, is hereby amended to include the following areas as adversely affected by the disaster:

*Primary Counties (Physical Damage and Economic Injury Loans):* Aurora  
*Contiguous Counties (Economic Injury Loans Only):*

South Dakota: Jerauld.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

**James Rivera,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 2020-00520 Filed 1-14-20; 8:45 am]

**BILLING CODE 8026-03-P**

## DEPARTMENT OF STATE

[Public Notice: 11000]

**Culturally Significant Objects Imported for Exhibition—Determinations: “Signs and Wonders: The Photographs of John Beasley Greene” Exhibition**

**ACTION:** Notice; Correction.

**SUMMARY:** On June 28, 2019, notice was published on page 31134 of the **Federal Register** (volume 84, number 125) of determinations pertaining to certain objects to be included in an exhibition entitled “Signs and Wonders: The Photographs of John Beasley Greene.” The referenced notice is hereby corrected as to the expected closing date of the exhibition or display of the exhibit objects at The Art Institute of Chicago, which is on or about May 31, 2020. I have ordered that Public Notice of the correction of the closing date at The Art Institute of Chicago be published in the **Federal Register**.

**DATES:** This notice was initially issued on June 28, 2019.

**FOR FURTHER INFORMATION CONTACT:** Chi D. Tran, Paralegal Specialist, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6471; email:

section2459@state.gov). The mailing address is U.S. Department of State, L/PD, SA-5, Suite 5H03, Washington, DC 20522-0505.

**Marie Therese Porter Royce,**

*Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2020-00409 Filed 1-14-20; 8:45 am]

**BILLING CODE 4710-05-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0046]

**Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Aircraft Registration**

**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 Office of Management and Budget (OMB) approval to renew a previously approved information collection. The information collected is used by the FAA to register aircraft or record a security interest in a registered aircraft. The information required to register and prove ownership of an aircraft is required from any person wishing to register an aircraft.

**DATES:** Written comments should be submitted by March 16, 2020.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By Mail:* Ken Thompson, Manager, Aircraft Registration Branch, AFB-710, P.O. Box 25504, Oklahoma City, OK 73125.

*By Fax:* 405-954-8068.

**FOR FURTHER INFORMATION CONTACT:** Bonnie Lefko by email at: [bonnie.lefko@faa.gov](mailto:bonnie.lefko@faa.gov); phone: 405-954-7461.

#### **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:* 2120-0042.

*Title:* Aircraft Registration.

*Form Numbers:* AC Forms 8050-1, 8050-1B, 8050-2, 8050-4, 8050-88, 8050-88A, 8050-98 and 8050-117.

*Type of Review:* Renewal of an information collection.

*Background:* Public Law 103-272 states that all aircraft must be registered before they may be flown. It sets forth registration eligibility requirements and provides for application for registration as well as suspension and/or revocation of registration. The information collected is used by the FAA to register an aircraft and record a security interest in a registered aircraft. The information requested is required to register aircraft and prove ownership and security interests in an aircraft.

*Respondents:* Approximately 162,176 registrants/security holders.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 32 minutes.

*Estimated Total Annual Burden:* 135,457 hours.

Issued in Oklahoma City, OK, on January 10, 2020.

**Bonnie Lefko,**

*Program Analyst, Civil Aviation Registry, Aircraft Registration Branch, AFB-710.*

[FR Doc. 2020-00531 Filed 1-14-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2019-0277]

**Request for Information Concerning Large Truck Crash Causal Factors Study**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice: Request for information.

**SUMMARY:** FMCSA seeks information on how best to design and conduct a study to identify factors contributing to all FMCSA reportable large truck crashes (towaway, injury and fatal). Methodologically, the Agency seeks information on how best to balance sample representativeness, comprehensive data sources, ranges of crash types, and cost efficiency. The methodology should also address the use of on-board electronic systems which can generate information about