

**ADDRESSES:** See Supplementary Information section for further information regarding submitting petitions and/or comments to docket number FRA-2026-0001.

**SUPPLEMENTARY INFORMATION:** On May 19, 2009, FRA published a direct final rule establishing ERDs and the procedures for handling petitions for emergency waivers of safety rules, regulations, or standards during an emergency situation or event. 74 FR 23329. That direct final rule became effective on July 20, 2009, and made minor modifications to 49 CFR 211.45 in FRA's Rules of Practice in 49 CFR part 211. Section 211.45(b) provides that each calendar year FRA will establish an ERD in the publicly accessible DOT docket system (available at [www.regulations.gov](http://www.regulations.gov)). Section 211.45(b) further provides that FRA will publish a notice in the **Federal Register** identifying by docket number the ERD for that year. FRA established the ERD and emergency waiver procedures to provide an expedited process for FRA to address the needs of the public and the railroad industry during emergency situations or events. This Notice announces the designated ERD for calendar year 2026 is docket number FRA-2026-0001.

As detailed in § 211.45, if the FRA Administrator determines an emergency event as defined in 49 CFR 211.45(a) has occurred, or that an imminent threat of such an emergency occurring exists, and public safety would benefit from providing the railroad industry with operational relief, the emergency waiver procedures of 49 CFR 211.45 will go into effect. In such an event, the FRA Administrator will issue a statement in the ERD indicating the emergency waiver procedures are in effect and FRA will make every effort to post the statement on its website at [railroads.dot.gov](http://railroads.dot.gov). Any party desiring relief from FRA regulatory requirements as a result of the emergency should submit a petition for emergency waiver under 49 CFR 211.45(e) and (f). Specific instructions for filing petitions for emergency waivers under 49 CFR 211.45 are found at 49 CFR 211.45(f). Specific instructions for filing comments in response to petitions for emergency waivers are at 49 CFR 211.45(h).

## Privacy

Anyone can search the electronic form of any written communications and comments received into any of DOT's dockets by the name of the individual submitting the comment (or signing the document, if submitted on

behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.transportation.gov/privacy](http://www.transportation.gov/privacy). See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](http://regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**  
Associate Administrator for Railroad Safety,  
Chief Safety Officer.

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**BILLING CODE 4910-06-P**

**FOR FURTHER INFORMATION CONTACT:**  
Derrick Griffith, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6322, email: [derrick.griffith@dot.gov](mailto:derrick.griffith@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated August 27, 2025, BNSF petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 229 (Railroad Locomotive Safety Standards). FRA assigned the petition Docket Number FRA-2025-0687.

Specifically, BNSF seeks relief from § 229.15(b)(4), *Inspection, testing, and repair*, which requires locomotives that use remote control pullback protection to "perform a conditioning run over a track" with a positive train stop system "to ensure that the system functions as intended." The regulation states that the conditioning run be conducted "at the first practical time after the start of each shift, but no more than 2 hours after the start of that shift." BNSF seeks to move the timing of the run "to align with the first movement on the track protected by the Pullback System."

In support of its request, BNSF states that the relief will not eliminate the conditioning run required by the regulation, but rather change the timing, so that the remote control operator can ascertain "that the Pullback System is functioning as intended by operating the locomotive to the transponder point." BNSF notes that the purpose of the conditioning run, to verify the pullback system is functioning prior to the operator continuing their work, is preserved. Further, BNSF suggests that the relief will promote greater use of remote control pullback protection within rail yards, which in turn could promote greater safety outcomes.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

**[Docket Number FRA-2025-0687]**

#### Notice of Petition for Waiver of Compliance

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that BNSF Railway Company (BNSF) petitioned FRA for relief from certain regulations concerning remote control locomotives.

**DATES:** FRA must receive comments on the petition by February 11, 2026. FRA will consider comments received after that date to the extent practicable.

#### ADDRESSES:

**Comments:** Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

**Instructions:** All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

**Docket:** For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

Communications received by February 11, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](http://regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Bureau of Transportation Statistics

[Docket ID Number DOT-OST-2014-0031]

### Agency Information Collection: Activity Under OMB Review; Report of Traffic and Capacity Statistics—The T- 100 System

**AGENCY:** Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of DOT requiring U.S. and foreign air carriers to file traffic and capacity data pursuant to 14 CFR 241.19 and Part 217, respectively. These reports are used to measure air transportation activity to, from, and within the United States.

**DATES:** Written comments should be submitted by March 13, 2026.

**Comments:** Comments should identify the associated OMB approval # 2138-0040 and Docket ID Number DOT-OST-2014-0031. Persons wishing the

Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0040, Docket—DOT-OST-2014-0031. The postcard will be date/time stamped and returned.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number DOT-OST-2014-0031 by any of the following methods:

**Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Mail:** Docket Services: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

**Hand Delivery or Courier:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**Fax:** 202-366-3383.

**Instructions:** Identify docket number, DOT-OST-2014-0031, at the beginning of your comments, and send two copies. To receive confirmation that DOT received your comments, include a self-addressed stamped postcard. Internet users may access all comments received by DOT at <http://www.regulations.gov>. All comments are posted electronically without charge or edits, including any personal information provided.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

### Electronic Access

You may access comments received for this notice at <http://www.regulations.gov>, by searching docket DOT-OST-2014-0031.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Rodes, Office of Airline Information, RTS-42, Room E34-420, OST-R, BTS, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, Telephone Number (202) 366-8513, Fax Number (202) 366-3383 or Email [jennifer.rodes@dot.gov](mailto:jennifer.rodes@dot.gov).

### SUPPLEMENTARY INFORMATION:

**OMB Approval No.** 2138-0040.

**Title:** Report of Traffic and Capacity Statistics—The T-100 System.

**Form No.:** Schedules T-100 and T-100(f).

**Type of Review:** Extension of a currently approved collection.

**Respondents:** Certificated, commuter and foreign air carriers that operate to, from or within the United States.

### T100 Form

**Number of Respondents:** 125.

**Number of Annual Responses:** 1,500.

**Total Burden per Response:** 6 hours.

**Total Annual Burden:** 9,000 hours.

### T100F Form

**Number of Respondents:** 233.

**Number of Annual Responses:** 2,796.

**Total Burden per Response:** 2 hours.

**Total Annual Burden:** 5,592 hours.

**Needs and Uses:**

### Airport Improvement

The Federal Aviation Administration uses enplanement data for U.S. airports to distribute the annual Airport Improvement Program (AIP) entitlement funds to eligible primary airports, *i.e.*, airports which account for more than 0.01 percent of the total passengers enplaned at U.S. airports. Enplanement data contained in Schedule T-100/T-100(f) are the sole data base used by the FAA in determining airport funding. U.S. airports receiving significant service from foreign air carriers operating small aircraft could be receiving less than their fair share of AIP entitlement funds. Collecting Schedule T-100(f) data for small aircraft operations will enable the FAA to distribute these funds more fairly.

### Air Carrier Safety

The FAA uses traffic, operational and capacity data as important safety indicators and to prepare the air carrier traffic and operation forecasts that are used in developing its budget and staffing plans, facility and equipment funding levels, and environmental impact and policy studies. The FAA monitors changes in the number of air carrier operations as a way to allocate inspection resources and in making decisions as to increased safety surveillance. Similarly, airport activity statistics are used by the FAA to develop airport profiles and establish priorities for airport inspections.

### Acquisitions and Mergers

While the Justice Department has the primary responsibility over air carrier acquisitions and mergers, the Department reviews the transfer of