

FOR FURTHER INFORMATION CONTACT:
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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: FAA Request Form for CUAS Coordination.

Form Numbers: NA.

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 11, 2026. Interagency CUAS Application Data Collection IAW 10 U.S.C. 130i, 6 U.S.C. 124n, and 50 U.S.C. 2661. Secretary of Defense, Secretary of the Attorney General, the Secretary of Energy, State Local, Tribal, and Territorial Law Enforcement (SLTT) must coordinate with the Secretary of Transportation for certain Title 18 protections under 10 U.S.C. 130i, 6 U.S.C. 124n, and 50 U.S.C. 2661 authorities respectively. This data collection supports these laws.

Respondents: Representatives from the DOD, DOJ, DOE, and SLTTs.

Frequency: As Needed.

Estimated Average Burden per Response: 1 Hour.

Estimated Total Annual Burden: 100 Hours.

Issued in: Washington, DC, on 2/11/2026.

Kenneth P. Seveur,

Air Traffic Control Specialist, Systems Operations Security, FAA, Air Traffic Organization, Systems Operations Security (AJR-263).

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0124]

Notice of Petition for Extension of Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that Railtown 1897 State Historic Park (RT 1897) petitioned FRA for an extension of relief from certain regulations concerning stenciling and reflectorization of rail cars.

DATES: FRA must receive comments on the petition by March 16, 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.

FOR FURTHER INFORMATION CONTACT:
Caleb Rogers, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6322, email: caleb.rogers@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received December 19, 2025 RT 1897 petitioned FRA for an extension of a special approval pursuant to 49 CFR part 215 (Railroad Freight Car Safety Standards), and a waiver of compliance from certain provisions of the Federal railroad safety regulations contained in parts 215 and 224 (Reflectorization of Rail Freight Rolling Stock). The relevant Docket Number is FRA-2010-0124.

Specifically, RT 1897 requests to extend the previous special approval pursuant to § 215.203, *Restricted cars*, in this docket for one car, SRY 7, that is more than 50 years from the date of original construction. RT 1897 also seeks extended relief from § 215.303, *Stenciling of restricted cars*, and the reflectorization requirements of part 224. In support of its request, RT 1897 explains that the car will be used in excursion trains and occasional special trains for film and photo work on track owned by the Sierra Northern Railway. RT 1897 states that the waiver relief “would contribute to a more positive

interpretive experience” for visitors as well as “safe and reliable historic and interpretive operations for film and photo work.” In its petition, RT 1897 describes the inspections conducted and states that SRY 7 is in “excellent mechanical condition.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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.

Communications received by March 16, 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, 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 www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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