

the FAA to support aeronautical services. Hence, the FAA must “authorize” aeronautical frequencies of broadcast applications that impact the AAG bands.

**DATES:** Written comments should be submitted by April 27, 2026.

**ADDRESSES:** Please send written comments:

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

*By Mail:* Christopher S. Jones, Spectrum Engineering and Assignment, AJW-191, Room 7E-532, 800 Independence Avenue, Washington, DC 20591.

*By Fax:* not available.

**FOR FURTHER INFORMATION CONTACT:**

Christopher S. Jones by email at: christopher.s.jones@faa.gov; phone: (202) 256-5523.

**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:* 2120-0786.

*Title:* Website for Frequency Coordination Request (WebFCR) webfcr.faa.gov.

*Form Numbers:* Historically related to FAA Form 7460-1.

*Type of Review:* Request for renewal of information collection.

*Background:* 49 U.S.C. Section 44718(c) under Broadcast Applications and Tower Studies states, ‘In carrying out laws related to a broadcast application—the Administrator of the Federal Aviation Administration and the Federal Communications Commission shall take action necessary to coordinate efficiently—(1) The receipt and consideration of, and action on, the application; and (2) The completion of any associated aeronautical study.

Currently, transmitter broadcast radio frequency data is collected via OMB Control 2120-0786 to address non-Federal, military, U.S. federal agency, state, and municipalities broadcast applications which require consideration, analysis, or aeronautical studies pursuant to 49 U.S.C. 44718(c).

*Respondents:* Approximately 4800 annually. The Respondents are

engineers, analysts, consultants, stakeholders, or federal agency managers, including military services, who need to transmit on a radio frequency that is within the National Telecommunications and Information Administration’s (NTIA) Aviation Assignment Group (AAG) frequency band is assigned to the FAA for civil aviation use. The response to this data collection is required for the proponent to obtain FAA concurrence to use a radio frequency that impacts civil aviation. The information collected through the WebFCR portal supports the engineering, modeling, validation, and workflow management of the request to evaluate if the request interferes or impacts civil aviation operations pursuant to FAA Order 6050.32B.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 0.2 hours.

*Estimated Total Annual Burden:* 960 hours.

Issued in Washington, DC, on February 20, 2026.

**Christopher S. Jones,**

*FAA Frequency Assignment Subcommittee Representative Group, Spectrum Engineering and Assignment, AJW-1910.*

[FR Doc. 2026-03698 Filed 2-24-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice: Louisville Muhammad Ali International Airport (SDF)

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Louisville Muhammad Ali International Airport (SDF) under the provisions of the Aviation Safety and Noise Abatement Act and the Code of Federal Regulations are in compliance with applicable requirements.

**DATES:** The effective date of the FAA’s determination on the Noise Exposure Maps is February 23, 2026.

**FOR FURTHER INFORMATION CONTACT:** Lopa Naik, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Ste. 2250, Memphis, Tennessee 38118; phone (901) 322-8188; email [lopa.naik@faa.gov](mailto:lopa.naik@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds

that the Noise Exposure Maps submitted for the Louisville Muhammad Ali International Airport (SDF) are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective February 23, 2026. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (“the Act”), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval, which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the Louisville Regional Airport Authority. The documentation that constitutes the “Noise Exposure Maps” as defined in 14 CFR § 150.7 includes: 2024 Existing Condition Noise Exposure Map, 2029 Future Condition Noise Exposure Map, and the Final Noise Exposure Maps and Supporting Documentation Report. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on February 23, 2026.

FAA’s determination on the airport operator’s Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator’s data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with

regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of the Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under 14 CFR § 150.21, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps and report are available for examination by appointment at the following location: Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Ste. 2250, Memphis, Tennessee 38118, phone (901) 322-8188; email [lopa.naik@faa.gov](mailto:lopa.naik@faa.gov).

The Noise Exposure Maps and report are also available for viewing and download at the airport's website (NEM | Louisville Muhammad Ali International Airport)

To arrange an appointment to review the Noise Exposure Maps and report, or for questions, contact the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis Airports District Office, Memphis, Tennessee, on February 23, 2026.

**Rans D. Black,**

*Acting Manager, FAA Memphis Airports District Office.*

[FR Doc. 2026-03770 Filed 2-24-26; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2017-0253; FMCSA-2018-0057; FMCSA-2020-0049; FMCSA-2021-0025; FMCSA-2023-0030; FMCSA-2023-0033]

### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA announces its decision to renew exemptions for six individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have "no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV." The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

**DATES:** The exemptions were applicable on August 13, 2025. The exemptions expire on August 13, 2027.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-4001; [fmcamedical@dot.gov](mailto:fmcamedical@dot.gov). Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

### SUPPLEMENTARY INFORMATION:

#### I. Public Participation

##### A. Viewing Comments

To view comments, go to [www.regulations.gov](http://www.regulations.gov). Insert the docket number (FMCSA-2017-0253, FMCSA-2018-0057, FMCSA-2020-0049, FMCSA-2021-0025, FMCSA-2023-0030, or FMCSA-2023-0033, as appropriate) in the keyword box and click "Search." Next, sort the results by "Posted (Newer-Older)," choose the first notice listed, and click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in room W58-213 of the DOT West Building, 1200 New Jersey Avenue SE,

Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

##### B. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, 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 (Federal Docket Management System), which can be reviewed under the "Department Wide System of Records Notices" link at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

#### II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the FMCSRs. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

#### III. Background

The physical qualification standard for drivers regarding seizures and loss of consciousness provides that a person is physically qualified to drive a CMV if that person has "no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any