

emergency communications, search and rescue coordination, and the safety of VFR and IFR operations.

FAA Response: FAA reaffirms that safety remains its highest priority. A comprehensive safety risk assessment was conducted to evaluate communication redundancy, search and rescue coordination, and the availability of alternative technologies, including satellite-based and ADS-B-enabled systems.

Based on this analysis and stakeholder input, FAA revised its proposal to retain 262 outlets, providing coverage comparable to current levels. FAA has determined that this approach does not introduce new hazards into the National Airspace System (NAS).

FAA also notes that Flight Service Stations no longer monitor emergency frequencies within the conterminous United States, Hawaii, and Puerto Rico. Emergency communications are managed by Air Traffic Control (ATC), which retains the capability to provide assistance as needed.

Air Traffic Control Workload

Comments: A total of 158 comments raised concerns regarding potential increases in ATC workload and IFR clearance delivery.

FAA Response: FAA recognizes the importance of maintaining appropriate workload distribution. Under the revised policy, the vast majority of the workload will remain with Flight Service due to the retention of key outlets. Additionally, ATC handles 50,000 flights per day; any small portion of the 290 calls per day on the RCO network that transfers to ATC can be safely absorbed.

Technology Limitations and Accessibility

Comments: A total of 182 comments addressed concerns related to reliance on newer technologies, system redundancy, and service availability in remote areas.

FAA Response: FAA is committed to ensuring equitable access to aviation services. The revised plan maintains communication coverage at levels comparable to existing service.

FAA will continue to monitor the adoption of emerging technologies and will conduct targeted outreach to ensure that pilots, including those operating non-equipped aircraft, are aware of available communication options.

In-Flight Support and Pilot Education

Comments: A total of 179 comments emphasized the importance of in-flight access to weather information, NOTAMs, and pilot education and

awareness associated with this reduction of RCO outlets.

FAA Response: FAA agrees that pilot awareness and access to information are critical. The retention of 262 outlets will preserve access to Flight Service communications.

FAA will implement a comprehensive outreach strategy, including educational materials, webinars, and coordination with aviation organizations to ensure that pilots are informed of changes and available alternatives.

Cost and Efficiency

Comments: A total of 36 comments addressed the balance between safety and cost savings.

FAA Response: FAA emphasizes that safety considerations are independent of cost analyses. The proposed reductions were approved only after confirming that no additional risk would be introduced into the NAS.

Cost savings achieved through the decommissioning of legacy infrastructure will be reinvested in modernization initiatives that enhance overall system performance.

Alternatives to RCO Usage

Comments: A total of 23 comments proposed alternative approaches or technologies.

FAA Response: FAA acknowledges the availability of alternative technologies and the declining demand for traditional Flight Service interactions. While recognizing that access to these technologies is not yet universal, FAA determined that retaining 262 outlets provides an appropriate balance between modernization and continued service availability.

Support for the Proposal

Comments: A total of 27 comments expressed support for the proposed reductions.

FAA Response: FAA appreciates stakeholder support and recognizes the importance of modernization efforts. This feedback supports the agency's approach to implementing changes in a deliberate and transparent manner.

Other Comments

Comments: A total of 23 comments did not directly address the proposed action.

FAA Response: FAA appreciates all submissions and has considered them in its overall evaluation.

Final Decision

Based on the foregoing, FAA will reduce the number of radio frequencies used by Flight Service Stations to

communicate with aircraft in flight by decommissioning 674 RCOs beginning in late fiscal year 2026.

Notices to Airmen (NOTAM) will be issued as each frequency is decommissioned. Frequencies in Alaska and those designated for emergency or military use are not included.

Information regarding post-reduction coverage and affected frequencies is available on the Flight Service home page located at: www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs.

The following links are available on the home page:

- RCO Service Volumes—map of service coverages
- Decommissioned and retained RCOs

- Frequently Asked Questions (FAQs)

These materials will be updated as necessary until FAA publications reflect the changes described in this notice.

Authority: 49 U.S. Code § 40103.

Issued in Washington, DC, on June 23, 2026.

Joshua J. Daily,

Manager, Flight Service Safety & Operations Policy Group, Federal Aviation Administration.

[FR Doc. 2026–13257 Filed 6–30–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–6740]

Agency Information Collection

Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Generic Clearance for FAA Aviation Workforce and Education Division—Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments; correction.

SUMMARY: On June 23, 2026, FAA published a notice regarding the FAA Aviation Workforce and Education Division that included a partial docket number. This document corrects that omission.

FOR FURTHER INFORMATION CONTACT: Nitin Rao by email at: nitin.rao@faa.gov.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of June 23, 2026, in FR Doc. 2026–12538, appearing on page 37488, in the second column, in the document heading, the document number to read: [Docket No. FAA–2026–6740].

Issued in Des Plaines, IL.

Nitin Rao,

Manager, Aviation Workforce and Education
Division, ARA-100.

[FR Doc. 2026-13236 Filed 6-30-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-5634]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Flight and Duty Limitations and Rest Requirements— Flightcrew Members

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 the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 30, 2026. The collection involves reporting exceeded flight duty periods and flight times, including scheduled maximum and actual flight duty periods and flight times, basic flight information (e.g., city pairs, departure times, flight number), and reason for exceedance. Reporting and recordkeeping are required any time a certificated air carrier has exceeded a maximum daily flight time limit or a maximum daily Flight Duty Period (FDP) limit. It is also required for the voluntary development of a Fatigue Risk Management System (FRMS), and for fatigue training. The information is necessary to monitor trends in exceedance and possible underlying systemic causes requiring operator action, and to determine whether operator is scheduling realistically.

DATES: Written comments should be submitted by July 31, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Sandra L. Ray by email at: Sandra.ray@faa.gov; phone: 412-546-7344

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: 2120-0751.

Title: Flight and Duty Limitations and Rest Requirements—Flightcrew Members.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 30, 2026 (91 FR 23336). The FAA collects reports from air carriers conducting passenger operations certificated under 14 CFR part 121 as prescribed in 14 CFR part 117 Flightcrew Member Duty and Rest Requirements, §§§ 117.11, 117.19, and 117.29. Air carriers are required to submit a report of exceeded flight duty periods and flight times, including scheduled maximum and actual flight duty periods and flight times, basic flight information (e.g., city pairs, departure times, flight number), and reason for exceedance. The purpose for the reports is to notify the FAA that the certificate holder has extended a flight time and/or FDP limitation. This information enables FAA to monitor trends in exceedance and possible underlying systemic causes requiring operator action as well as determine whether operators are scheduling realistically. Additionally, if air carriers choose to develop a Fatigue Risk Management System (FRMS) under § 117.7 they are required to collect data specific to the need of the operation for which they will seek an FRMS authorization. It results in an annual recordkeeping and reporting burden when carriers adopt the system because they need to report the related activities to the FAA. Each air carrier is also required to develop specific elements and incorporate these elements into their training program (§ 117.9). Once the elements have been incorporated, the air carrier must submit the revised training program for approval.

Respondents: 52 Air Carriers.

Frequency: On Occasion.

Estimated Average Burden per Response: 12 Hours.

Estimated Total Annual Burden: 30,954 Hours.

Issued in Washington, DC, on June 29, 2026.

Barbara Pisaro,

Program Analyst, Programs Support and Safety Recommendations, Air Transportation Division, AFS-260.

[FR Doc. 2026-13293 Filed 6-30-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2026-1421]

Petition for Approval of Test Program

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

ACTION: Notice.

SUMMARY: This document provides the public notice that by letter dated June 9, 2026, and supplemented on June 26, 2026, Union Pacific Railroad Company (UP) submitted a request for FRA approval of a test program related to a locomotive control system, and the temporary suspension of certain FRA safety regulations in connection with that program.

DATES: Comments: FRA must receive comments on the petition by August 31, 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: Fred Mottley, Systems Engineer, Engineering, Technology, and Automation Division,