

**ACTION:** Notice of Intent (NOI) for the Commencement of the Anchorage Terminal Area Airspace and Procedures Study (ATAAPS) Environmental Assessment (EA) UIN EAXX-021-12-WSC-1768398367.

**SUMMARY:** The FAA, in cooperation with the United States Air Force, is announcing the commencement of the ATAAPS EA for the proposed Anchorage terminal airspace redesign. ATAAPS involves changes to the airspace, aircraft flight paths, and aircraft altitudes in the Anchorage basin and surrounding areas. The EA will evaluate the potential environmental impacts of the proposed airspace redesign (Proposed Action) and alternatives, including the No Action alternative. The FAA has not made a final decision on any airspace/procedure amendments related to the Proposed Action. The FAA is currently establishing a timeline for the EA. Project updates will be posted to the FAA ATAAPS web page at: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/ara/alaskan\\_region/ataaps](https://www.faa.gov/about/office_org/headquarters_offices/ara/alaskan_region/ataaps).

This project would increase safety and improve efficiency of the National Airspace System (NAS) and homeland defense capabilities, by optimizing aircraft arrival and departure procedures that serve multiple airports—specifically in the Anchorage basin and surrounding areas—including: Ted Stevens Anchorage International Airport (ANC), Elmendorf Air Force Base Airport (EDF), Bryant Army Airfield Airport (FRN), Lake Hood Airport (LHD), and Merrill Field Airport (MRI).

As a critical strategic gateway for homeland defense, Joint Base Elmendorf-Richardson (JBER) is currently restricted to operating below the facility's intended capacity and fleet mix until surrounding airspace is officially modified. The Instrument Landing System (ILS) for Runway 17 is integral to improving JBER operations and cannot become operational under the current airspace design. (JBER runway designations are currently 16/34 and 06/24, but will be updated due to Magnetic Variation changes to Runways 17/35 and 07/25 before completion of the EA.)

The FAA is initiating this EA and will engage the public, government agencies, and tribes as appropriate.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph Bert, Federal Aviation Administration, Team Manager, Environmental/Community Involvement/NAS Analytics, Operations Support Group, Western Service Center],

email: [9-AJO-ATAAPS-Environmental@faa.gov](mailto:9-AJO-ATAAPS-Environmental@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

ATAAPS addresses national security concerns as well as air traffic system inefficiencies within the Anchorage basin and surrounding areas. The ATAAPS EA will be prepared pursuant to the National Environmental Policy Act of 1969. The EA will consider at least two alternatives: the Proposed Action and the No Action alternative. The Proposed Action being developed focuses on airspace optimization for aircraft routes and controlled airspace within the Anchorage basin and surrounding areas. Area navigation (RNAV)-based standard instrument departure (SID) and standard terminal arrival (STAR) procedures have been in effect in the Anchorage basin and surrounding areas for nearly 20 years. These arrival and departure procedures will be designed with advanced RNAV capabilities and will maintain safety and improve efficiency of the NAS, benefitting pilots, air traffic controllers, and the general public.

The Proposed Action is not anticipated to increase the number of aircraft operations at the study airports or involve the physical construction of any facilities.

The Proposed Action will include the following elements:

- **UPDATED AIRSPACE BOUNDARIES.** Aircraft operating in the Anchorage basin currently fly within the Anchorage Part 93 airspace in which specific, special air traffic rules are in effect (see 14 CFR part 93). These rules address issues like high-density traffic, unique airspace configurations, and limitations related to military operations and national parks. The evaluation of airspace in the Anchorage basin includes Class C and Class D airspace around affected airports.

- **UPDATED DEPARTURE ROUTES AND/OR FIXES FROM THE STUDY AIRPORTS.** Routes and fixes will connect study airports to optimized high-altitude routes using satellite-based RNAV technology.

- **UPDATED ARRIVAL ROUTES AND/OR FIXES INTO THE STUDY AIRPORTS.** Routes and fixes will connect transitions from high-altitude routes to existing approach procedures for the study airports using advanced RNAV procedures.

The FAA will establish a general study area, wherein proposed procedure changes below 10,000 feet above ground level (AGL) will be evaluated for potential environmental impacts.

Additionally, the FAA will evaluate areas where FAA policy requires special consideration for potential noise impacts—which may include national parks, national wildlife refuges, historic sites and traditional cultural properties—for proposed procedure changes below 18,000 feet AGL. The Proposed Action may include procedure changes at altitudes greater than 18,000 feet AGL (high altitudes) within an approximate 200-nautical mile radius of Anchorage; however, these high-altitude changes are considered generally outside the affected environmental study area per FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*. The FAA will provide a notice of availability (NOA) for the draft EA at a future date.

Issued in Des Moines, Washington, on July 14, 2026.

**B. G. Chew,**

*Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2026-14367 Filed 7-15-26; 8:45 am]

**BILLING CODE P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2026-1553]

##### **Agency Information Collection Activities; Renewal of an Approved Information Collection: Inspection, Repair and Maintenance**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. The information collection concerns records of inspection, repair, and maintenance of commercial motor vehicles (CMVs). FMCSA requests approval to renew an ICR entitled, "Inspection, Repair and Maintenance." FMCSA collects this information to ensure that motor carriers have adequate documentation of their inspection, repair, and maintenance programs necessary to reduce the likelihood of CMV crashes.

**DATES:** Comments must be received on or before September 14, 2026.

**ADDRESSES:** You may submit comments identified by Docket Number FMCSA–2026–1553 by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2026-1553/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, Washington, DC, 20590–0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** Mr. José R. Cestero, Mechanical Engineer, FMCSA Vehicle and Roadside Operations Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 309–9284; [jose.cestero@dot.gov](mailto:jose.cestero@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Public Participation and Request for Comments**

If you submit a comment, please include the docket number for this notice (FMCSA–2026–1553), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-1553/document>, click on this notice, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

**Privacy Act**

In accordance with 5 United States Code (U.S.C.) 553(c), DOT solicits comments from the public to better inform its regulatory process. 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 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

**Background**

The Secretary of Transportation (Secretary) is authorized under the provisions of 49 U.S.C. 31502 to prescribe requirements for, among other things, safety of operations of equipment of motor carriers that operate CMVs in interstate commerce. Under 49 U.S.C. 31136, the Secretary also has authority to prescribe regulations to ensure that CMVs are maintained, equipped, loaded, and operated safely. Under 49 U.S.C. 31142 the Secretary must establish standards for annual or more frequent inspections of CMVs. The Secretary’s authority to establish improved standards or methods to ensure brakes and brake systems of CMVs are inspected by appropriate employees and maintained properly is provided under 49 U.S.C. 31137(g). These authorities have been delegated to the Administrator of the Federal Motor Carrier Safety Administration in 49 CFR 1.87.

Motor carriers must maintain, or require maintenance of, records documenting the inspection, repair and maintenance activities performed on their owned and leased vehicles. There are no prescribed forms. Electronic recordkeeping is allowed (see 49 CFR 390.31(d)). Documents requiring a signature must be capable of replication (e.g., photocopy, facsimile, etc.) in such form that will provide an opportunity for signature verification upon demand. Also, if electronic recordkeeping is used, all of the relevant data on the original documents must be included in the electronic transmission for the records to be valid.

The motor carrier industry has never questioned the need to keep CMV maintenance records. In fact, most motor carriers would keep some records without any regulatory requirements to do so. Records of inspection, repair, and maintenance; roadside inspection reports; driver vehicle inspection reports; the documentation of periodic

inspections; the evidence of the qualifications of individuals performing periodic inspections; and the evidence of brake inspectors’ qualifications contain the minimum amount of information necessary to document that a motor carrier has established a system of inspection, repair, and maintenance for its equipment which meets the standards in 49 CFR part 396.

FMCSA and its representatives use these records to verify motor carriers’ compliance with the inspection, repair, and maintenance standards in part 396. This ICR supports DOT’s strategic goal of safety. The ICR also ensures that motor carriers have adequate records to document the inspection, repair, and maintenance of their CMVs, and to ensure that adequate measures are taken to keep their CMVs in safe and proper operating condition at all times. Compliance with the inspection, repair, and maintenance regulations helps to reduce the likelihood of accidents attributable, in whole or in part, to the mechanical condition of the CMV. This ICR submittal includes updated data regarding the number of motor carriers subject to the Federal Motor Carrier Safety Regulations, vehicle counts, inspections, and other underlying data used to estimate the total burden hours.

If the recordkeeping were required to be completed less frequently, it would greatly hinder the ability of FMCSA and State officials and representatives to ascertain that CMVs are satisfactorily maintained. The timely documentation of CMV inspection, repair, and maintenance enables FMCSA and State officials to evaluate the present state of a motor carrier’s CMV maintenance program and to check the current level of regulatory compliance at any point in a carrier’s maintenance schedule or program.

FMCSA has identified periodic inspection standards of 22 States, the District of Columbia, the Alabama Liquefied Petroleum Gas Board, 10 Canadian Provinces, and 1 Canadian Territory that are comparable to, or as effective as, the Federal periodic inspection requirements. FMCSA does not require Federal periodic inspections and the related recordkeeping for motor carriers that comply with these equivalent periodic inspection programs. FMCSA is not aware of any other duplicative standards or recordkeeping requirements that apply to motor carriers.

FMCSA does not employ this collection of information for statistical use.

*Title:* Inspection, Repair and Maintenance.

*OMB Control Number:* 2126–0003.

*Type of Request:* Renewal of a currently approved information collection.

*Respondents:* Motor carriers and CMV drivers.

*Estimated Number of Respondents:* 715,289 motor carriers and 5,793,962 drivers.

*Estimated Time per Response:* Varies according to the requirements for specific records.

*Expiration Date:* March 31, 2027.

*Frequency of Response:* Varies according to requirements for specific records.

*Estimated Total Annual Burden:* 13,184,781 hours [9,023,865 hours for inspection, repair, and maintenance + 3,800,113 hours for driver inspection reports + 174,636 hours for disposition of roadside inspection reports + 144,045 hours for periodic inspections + 22,253 hours for records of inspector qualifications + 19,869 hours for records of brake inspector qualifications].

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize or include your comments in the request for OMB's clearance of this information collection.

Issued under the authority of 49 CFR 1.87.

**Nicole S. Michel,**

*Acting Associate Administrator, Office of Research and Registration.*

[FR Doc. 2026-14350 Filed 7-15-26; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2009-0078]

#### Notice of Petition for Amendment of Waiver of Compliance

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that the American Short Line and Regional Railroad Association (ASLRRA) petitioned FRA to amend an existing waiver of certain regulations related to hours of service.

**DATES:** FRA must receive comments on the petition by September 14, 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:

William Smith, Railroad Safety Specialist, FRA Operating Practices Division, telephone: 682-305-6709, email: [William.Smith@dot.gov](mailto:William.Smith@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 June 3, 2026, ASLRRA petitioned FRA for an amendment of a waiver of compliance from certain provisions of the Federal hours of service (HOS) laws contained at 49 U.S.C. 21103(a)(4). The relevant Docket Number is FRA-2009-0078.

Specifically, ASLRRA seeks to amend its existing waiver by adding 8 railroads to the list of railroad participants in the original waiver. ASLRRA stated the following railroads expressed a desire to participate in the waiver and maintain at each of their headquarters supporting documentation of employee support, as required:

- Northeast Atlanta Railroad
- Columbia Basin Railroad
- Central Washington Railroad
- Waterloo Railroad
- Cimmaron Valley Railroad
- Kansas City West Bottom Railroad
- Oregon Eastern Railroad
- Nebraska Kansas Colorado Railroad

ASLRRA states it conducts training multiple times annually for waiver participants to clarify the requirements of the waiver.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](https://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 September 14, 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](https://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](https://www.regulations.gov).

Issued in Washington, DC.

**Carolyn Hayward-Williams,**

*Director, Office of Railroad Systems and Technology.*

[FR Doc. 2026-14324 Filed 7-15-26; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2010-0030]

#### Massachusetts Bay Transportation Authority's Request To Amend its Positive Train Control System

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

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** This document provides the public with notice that, on July 9, 2026, the Massachusetts Bay Transportation Authority (MBTA) submitted a request for amendment (RFA) to its FRA-certified positive train control (PTC)