

PM-2: Continue and Improve Noise Complaint Response Program—Approved.

PM-3: Regular Updates of the Noise Exposure Map—Approved.

PM-4: Periodic Evaluation and Update of the Noise Compatibility Program when Necessary—Approved.

These determinations are set forth in detail in a Record of Approval signed by the Great Lakes Region, Airports Division Manager on July 10, 2026. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Dane County Regional Airport. The Record of Approval also will be available on-line at https://www.faa.gov/airports/environmental/airport_noise/part_150/states.

Issued in Des Plaines, IL.

Dated: July 10, 2026.

James Gregory Keefer,

Director, Airports Division, Great Lakes Region.

[FR Doc. 2026–14255 Filed 7–15–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Boca Raton Airport, Boca Raton, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Boca Raton Airport Authority for the Boca Raton Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: The effective date of the FAA's determination on the Noise Exposure Maps is July 9, 2026.

FOR FURTHER INFORMATION CONTACT: Heather Chasez, Federal Aviation Administration, Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, Florida 32819, (407) 487–7236.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Boca Raton Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective

July 9, 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 Boca Raton Airport Authority. The documentation that constitutes the “Noise Exposure Maps” as defined in 14 CFR 150.7 includes: 2025 Existing Condition Noise Exposure Map, 2030 Future Condition Noise Exposure Map, Runway 5 Flight Tracks Map, Runway 23 Flight Tracks Map, Touch and Go Flight Tracks Map, Helicopter Flight Tracks Map, the Existing and Future Conditions Noise Exposure Map, 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 July 9, 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, Orlando Airports District Office, 8427 SouthPark Circle, 5th Floor, Orlando, Florida 32819. The Noise Exposure Maps and report are also available for viewing and download at the airport's website (<https://bocaairport.com/noise-exposure-map-update/>).

To arrange an appointment to review the Noise Exposure Maps and report, contact Heather Chasez, Federal Aviation Administration, Southern Region/Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819, (407) 487–7236. Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando Airports District Office, Orlando, FL on July 9, 2026.

Juan C. Brown,

Manager, Orlando Airports District Office.

[FR Doc. 2026–14276 Filed 7–15–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[FAA–2026–7459]

Notice of Intent; Anchorage Terminal Area Airspace and Procedures Study Notice of Intent for Preparation for an Environmental Assessment.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

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.

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.

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]

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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.