and determine where challenges exist in producing the needed capabilities for such a system.

The FAA seeks to understand industry interest and capabilities to modernize and accelerate the real-time detection, characterization, and reporting of interference affecting spectrum-dependent aviation systems. Potential solutions should proactively monitor the radio frequency (RF) environment and, to the greatest extent practicable, detect, identify, characterize, geolocate, and alert on RF interference, jamming, spoofing, and other anomalous conditions that could degrade aviation communications, navigation, surveillance, or other spectrum-dependent aviation capabilities. The ideal solution will continuously monitor RF activity relevant to aviation operations, collect and analyze spectrum metrics and system performance data to identify abnormal or unauthorized emissions, correlate information across multiple sensors, platforms, and geographic locations, and provide timely reporting to support rapid assessment and mitigation. Desired capabilities include signal detection and classification, emitter characterization, geolocation where feasible, waveform and protocol analysis, trend analysis, and identification of potential interference sources and contributing factors.

The solution should collect, retain, and report data to enable timely operational response by the FAA, as well as short-term operational assessments and long-term trend analysis. The solution should identify and visualize interference, congestion, and other RF activity patterns over time and across geographic locations. Historical data should be retained in a searchable repository and support flexible querying, export, visualization, and reporting. The solution should support post-event analysis by correlating RF conditions with aircraft operations and other relevant operational data, where available.

The FAA is interested in solutions applicable across the National Airspace System (NAS), including airport surface, terminal, and enroute environments; continental United States (CONUS) and outside the continental United States (OCONUS); domestic and oceanic operations; and both ground-based and airborne systems. The system should be able to monitor all aviation frequencies in use. Solutions should be capable of supporting scalable deployment across distributed sensor networks while providing centralized data aggregation, analysis, and visualization.

The FAA seeks to understand the stage of evolution of proposed solutions, including whether they are in the design, development, implementation, integration, operational, or commercially deployable phase. Respondents should also identify the role(s) they envision, such as technology developer, systems integrator, service provider, or system operator.

Events: The Industry Day event is October 13–15, 2026.

Industry Engagement Day 1: This day will include presentations by the FAA to describe the FAA interest and objectives for an aviation spectrum interference detection solution. Presentation topics include current aviation spectrum environment and interference challenges, FAA vision and exploration of potential solutions, and desired technical capabilities (monitoring, detection, analytics, data, architecture, and integration). The FAA is interested in feedback on potential acquisition solutions and the possibility of purchasing as a service. The first portion of the day will be open to all registrants and available in-person or online, while the second portion will be classified at the Secret level and restricted to registrants with a Secret Clearance and in-person only. The event will be held at The MITRE Corporation in McLean, VA.

Vendor One-on-One Sessions (Days 2 and 3): The FAA may invite vendors to attend a One-On-One Session, either unclassified (in-person or virtual) or classified at the Secret level (in-person only). Sessions with individual vendors will be scheduled at the discretion of the FAA, based on vendor survey responses included in the event registration. If requested to provide additional information, brief vendor presentations are encouraged and vendors should expect discussion and questions from the FAA regarding their solution(s). The sessions will be held at The MITRE Corporation in McLean, VA.

Registration

All attendees (virtual or in-person) wishing to participate in any portion of the event must complete registration at *https://na.eventscloud.com/888200* by September 25, 2026. One registrant per vendor will be asked to act as the organization's designated point of contact and will be required to answer the vendor survey questions.

Additionally, if you wish to participate in a Vendor One-on-One Session, include this request in the registration form. Note that participation in a Vendor One-on-One Session is at the discretion of the FAA and will be based on FAA personnel availability and need. The FAA will notify you of their availability and time for this session by October 2, 2026.

The FAA may hold conversations, as needed, with respondents to clarify any technical or interpretive questions regarding the request for information.

Authority: 14 CFR 450.153.

Issued in Washington, DC.

Sandra A. Wright,

Manager, FAA Spectrum Engineering Services Group, Spectrum Planning and International Team (AJW–192).

[FR Doc. 2026–19986 Filed 9–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–1282]

Electronic Logging Device Requirements: Application for Exemption; Federation of Professional Truckers

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

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the application from the Federation of Professional Truckers (FOPT) requesting an exemption from the electronic logging device (ELD) requirements. FOPT requests an exemption to allow professional drivers the option to record their records of duty status (RODS) manually, instead of using an ELD. FMCSA analyzed the application and public comments and determined that the exemption would not achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division, Office of Carrier, Driver and Vehicle Safety Standards; *richard.clemente@dot.gov.* If you have questions on viewing or submitting material to the docket, contact Docket Services via telephone at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to *https://www.regulations.gov/docket/FMCSA-2025-1282/document* and choose the document to review. To view

comments, click this notice, then click ''Document 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., 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.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations. 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 person or class of persons granted the exemption, the regulatory provision(s) from which the person or class of persons is 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

Current Regulatory Requirements

Under 49 CFR 395.8(a)(1)(i), drivers required to prepare RODS must do so using an ELD. Under 49 CFR 395.8(a)(1)(iii)(A)(*1*), a motor carrier may allow its drivers to prepare RODS manually, rather than use an ELD, if the driver is operating a commercial motor vehicle (CMV) ''[i]n a manner requiring completion of a record of duty status on not more than 8 days within any 30-day period.''

Applicant's Request

FOPT's application for exemption was described in detail in a **Federal Register** notice on February 9, 2026 (91 FR 5800) and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received a total of 901 public comments, with 890 unique comments. Most commenters were individuals who supported the exemption. The Truck Safety Coalition, Citizens for Reliable and Safe Highways, and Parents Against Tired Truckers submitted a joint comment and said, ''First, FOPT fails to provide any information regarding scope of the exemption request—*i.e.* the number of carriers involved, the number of drivers, how many miles will be driven, etc. They also fail to mention what the requirements are to be an ELD-exempt FOPT Member—are there any safety assurances or validations required to be a FOPT Member that might suggest these drivers prioritize safety beyond compliance?'' The American Trucking Associations (ATA) said, ''ATA disagrees with arguments about negative impacts from drivers trying to 'beat the clock' of an ELD. ELD usage and compliance require no changes of hours-of-service regulations. It is the responsibility of fleets and drivers to plan routes and contingencies within the same hours of service regulations, regardless of whether ELDs or paper logs are in use.'' The Institute for Safer Trucking and Road Safe America jointly commented in opposition stating, ''ELDs are a data-driven, effective tool for reducing fatigue-related crashes, improving compliance, and increasing accountability. Reverting to paper logs would undermine safety gains and increase risk for all road users. We encourage FMCSA to deny the exemption request.'' The Buchanan Law Firm, LLC said, ''ELDs are not perfect, and I do not claim they are. However, FOPT's key that paper logbooks are 'safety equivalent' to ELDs is contradicted by the entire legislative history of MAP–21. FMCSA's May 2023 'Effects of the Hours-of-Service Regulations Report to Congress—2021' found that inspections with at least one hours-of-service violation fell from 274,441 in 2018 to 191,797 in 2020.The report also found that the decrease in the number of inspections with at least one HOS violation post-adoption of the ELD requirement *was statistically significant*'' (emphasis in original).

Common themes of commenters who support granting FOPT's request for an exemption include the potential to reduce driver stress and improve safety by giving drivers more flexibility and autonomy, and reducing overall costs to the trucking company. Many commenters also raised the issue of finding adequate truck parking. George Kincaid said, ''It should be a carrier's choice as to which type of logs they use. ELDs are just another expense that not everyone needs or wants. With the regular decertification of numerous ELDs, it can be said that it's a flawed system as well, with some instances of them causing damage to a truck's ECM also.'' Samuel Thorne said, ''Without ELDs being required, that puts control back into the drivers hands. Even if they technically have hours to drive or work, they don't have to be forced to work when it's unsafe to do so. They now have the control to tell their company or dispatcher when the truck will move again so the driver can get adequate rest to drive safely.'' WMR Transportation said, ''Restoring the manual logging capability will remove driver pressure to perform against a device that is auto computing and counting and each and every move. Safety is an aggregate responsibility shared by employers and employees but ultimately dictated by the employer. The ELD's are nothing more than a production tool designed to force on road mile(s) production putting safety at risk.'' Lazar Gacevski said, ''Independent contractors and all CDL drivers that are running under small carriers authority need to be able to choose to log their HOS in paper logs instead of being under constant pressure of rushing to make the 'clock.' The ELD's malfunction all the time due to numerous technical issues with the devices and other truck related electronic issues, giving the driver false information of available driving hours, which affects their current or next load decision planning [sic]. These wrong decisions based on faulty info from the ELD, affects their pick up, transit and delivery times, which directly affects road safety and puts a heavy financial burden on them.''

Bruce Thompson commented neither for nor against the FOPT request and stated, ''As a 28 year driver I have seen all the different log rules and changes through the years and in my personal opinion it's not paper or electronic, but the actual rules . . . and hours of service that need to be changed so that drivers aren't on a timer they will be more relaxed, safer on the road not racing to do as many miles as they can and racing the next guy to get in a spot before their timer runs out and they have to park illegally on a posted ramp or on the side of the road.''

V. FMCSA Decision

FMCSA evaluated FOPT's application and public comments and denies the exemption request. Section 32301(b) of

the Commercial Motor Vehicle Safety Enhancement Act, enacted as a part of the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141, July 6, 2012, 126 Stat 405, 765), mandated that the Secretary adopt regulations requiring that CMVs involved in interstate commerce operated by drivers who are required to keep RODS be equipped with ELDs. The Agency is therefore bound by this Congressional mandate and cannot grant a blanket exemption for any driver or carrier that wishes to be exempt.

FMCSA further concludes that FOPT's application does not provide information establishing that the requested exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. FOPT indicated that it would educate its members to ensure accuracy in paper log completion, that participating carriers would conduct random internal audits, and that violations of HOS limits by paper log users would result in exclusion from the exemption program. However, FOPT proposed that the exemption would apply to all drivers who wanted to use the exemption, not just to FOPT members. FOPT does not explain how its proposed safety countermeasures would apply to an unknown population of drivers or how violators would be excluded from the exemption program.

For the above reasons, the FOPT exemption application is denied.

Derek D. Barrs,

Administrator.

[FR Doc. 2026–20043 Filed 9–29–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2016–0050]

Hours of Service of Drivers; Parts and Accessories Necessary for Safe Operation; Exemption Renewal for Cleveland-Cliffs Steel LLC

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

ACTION: Notice of provisional renewal of exemption; request for comments.

SUMMARY: FMCSA announces its decision to provisionally renew and consolidate two exemptions previously granted to Cleveland-Cliffs Steel LLC (Cliffs), formerly ArcelorMittal Indiana Harbor, LLC, from certain hours-of-service (HOS) and parts and accessories requirements of the Federal Motor Carrier Safety Regulations (FMCSRs). The provisional renewal allows Cliffs' employee-drivers with commercial driver's licenses (CDLs) who transport steel coils or scrap metal between the company's production and shipping locations to work up to 16 consecutive hours in a duty period and return to work following at least 8 hours off duty when necessary. The exemption also allows Cliffs to continue using certain specialized coil carrier commercial motor vehicles (CMVs) that do not meet the definition of a ''heavy hauler trailer,'' the requirements concerning the height of rear side marker lamps, tire loading restrictions, and the commodity-specific cargo securement requirements for metal coils. The relief from the requirements of 49 CFR part 393 applies only to Cliffs' specialized coil carrier CMVs; the scrap trucks remain subject to the applicable parts and accessories requirements. FMCSA requests public comment on the provisional renewal and consolidation of the exemptions.

DATES: This exemption is effective September 23, 2026, through March 23, 2027, 11:59 p.m. local time, unless revoked earlier. Comments must be received on or before October 30, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2016–0050 by any of the following methods:

- *Federal eRulemaking Portal: www.regulations.gov.* See the Public Participation and Request for Comments section below for further information.
- *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:* 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.
- Each submission must include the Agency name and the docket number (FMCSA–2016–0050) for this notice. Note that DOT posts all comments received without change to *www.regulations.gov,* including any personal information included in a comment. Please see the Privacy Act heading below.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice DOT/ALL–14 FDMS (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 edit and are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA; *MCPSV@dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages interested persons to participate in this proceeding by submitting comments and related materials regarding Cliffs' application for renewal and consolidation of its exemptions.

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2016–0050), indicate the specific section of this document to which the comment applies, and provide a reason for your suggestions or recommendations. 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 the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to *https://www.regulations.gov/docket/FMCSA-2016-0050/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. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information