DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on a Land Release Request for Disposal of Airport Property at the Fairbanks International Airport, Fairbanks, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: Notice is being given that the FAA is considering a request from the Fairbanks International Airport to release 40 (±) acres of federally obligated airport property at the Fairbanks International Airport, Fairbanks, Alaska. This acreage was acquired with federal financial assistance via Airport Improvement Program Federal Grants. The release of property will allow the Fairbanks International Airport to dispose of the property for non-aeronautical purposes.

DATES: Comments must be received on or before November 30, 2026.

ADDRESSES: Documents are available for review at the Fairbanks International Airport, 6450 Airport Way, Fairbanks, AK 99709, and the FAA Airports District Office, 222 W 7th Avenue, Anchorage, AK 99513. Written comments on the Sponsor's request must be delivered or mailed to: Nathaniel Zacharzewski, Leasing Specialist, Fairbanks International Airport, 6450 Airport Way, Fairbanks, AK 99709.

FOR FURTHER INFORMATION CONTACT: Molly Fierro, Compliance Specialist, Alaskan Regional Office, Federal Aviation Administration, 222 W 7th Ave., Anchorage, AK 99513.

SUPPLEMENTARY INFORMATION: The property is located northwest of South Vanhorn and 5th Wheel Streets. The anticipated use of the property will be to facilitate expansion of a privately owned gravel mining company. The parcel is currently depicted on the approved Airport Layout Plan as undeveloped property with no planned aeronautical development. The property will be released of its federal obligations given the land is no longer required by the Fairbanks International Airport for aeronautical purposes. The property will be sold at the Fair Market Value (FMV) based on appraisal. Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR–21) requires the FAA to provide an opportunity for public notice and comment prior to the ''waiver'' or ''modification'' of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Authority for the Policy: This notice is published under the authority described in Title 49 of the United States Code, Subtitle VII, part B, chapter 471, Section 47107(h)(2).

Issued in Anchorage, AK, on October 20, 2026.

Laurie J. Suttmeier,

Director, Alaska Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–1585]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) summarized below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On August 14, 2026, FRA published a notice providing a 60-day period for public comment on the ICR. FRA received one comment in response to the notice.

DATES: Interested persons are invited to submit comments on or before November 30, 2026.

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

FOR FURTHER INFORMATION CONTACT: Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On August 14, 2026, FRA published a 60-day notice in the **Federal Register** soliciting public comment on the ICR for which it is now seeking OMB approval. *See* 91 FR 52778. FRA received one comment summarized below, related to the proposed collection of information.

FRA received an anonymous comment to the 60-day notice requesting ''detailed, empirical justifications'' for the reduced burden estimate for safety outreach and the reduced number of inadequate safety performance (ISP) railroads. The commenter also requested that FRA explain how the absorbed Fatigue Risk Management Program (FRMP) burdens align with rail carrier administrative workflows. FRA acknowledges the commenter's concern about the revised estimates and provides the following additional explanation. This explanation is qualitative in nature because FRA's revised estimates of future paperwork burdens correct a categorical over-inclusion of certain activities. FRA is also addressing an anonymous comment submitted to another ICR involving FRA's System Safety Program (SSP) regulation, which requested clarification as to why FRA was reducing the number of ISP railroads and appears to have been submitted by mistake to the docket for the SSP ICR (FRA–2026–0039–0001). This second comment repeats many of the same ISP concerns as the comment to the Risk Reduction Program (RRP) ICR, but also specifically asks FRA to explain why it determined 13 previously designated ISP operations no longer meet the criteria.

As explained in the 60-day notice, FRA determined that the previous burden for safety outreach was over-estimated because it included burdens already accounted for in the rulemaking economic analysis, such as the cost and time associated with developing a safety outreach program and developing outreach materials to be used for educating and training employees on RRP safety information relevant to their job. Employee training is generally not a paperwork burden subject to the PRA, and FRA's downward revision does not reflect any substantive change in FRA's expectations regarding railroad safety outreach activities. Rather, the revised estimate accurately isolates the actual administrative paperwork burdens that do fall under the PRA, such as time spent maintaining outreach materials, preparing briefings, revising and updating content, and the ongoing management of the program itself.

Regarding the reduced number of ISP railroads, the revised estimate accurately and transparently reflects