The following questions would be relevant to FAA's consideration:

- Does the exemption process timeline allow for a decision at least two weeks before the operation commences?
- How much preparation time does the operator require to safely implement the anticipated conditions and limitations?
- Are there operational factors that increase risk—such as operations over people, size of the aircraft, airspace considerations—that necessitate additional planning?
- Do other safety considerations suggest that a waiver would be more appropriate than an exemption?

Submitting a Request

To request a Section 927 waiver, an applicant should provide a robust explanation of why the request for regulatory relief is eligible for the Section 927 waiver process. The application should describe specific aspects of the proposed operation that align with one or more of the eligibility criteria and include facts, data, or examples that support eligibility. The applicant should also identify the specific regulations from which it seeks relief and provide a well-documented safety case to support the request.

To avoid delays in processing, the application should include the following:

- The extent of relief requested, and the reason the applicant seeks the relief.
- The reasons why granting the waiver would not adversely affect safety.
- The reasons why the request meets the requirements of § 44807(b), including how such unmanned aircraft systems, if any, as a result of their *size, weight, speed, operational capability, proximity to airports and populated areas, operation over people, and operation within or beyond the visual line of sight, or operation during the day or night, do not create a hazard* to users of the national airspace system or the public.

In addition, before submitting the waiver request, applicants should ensure the request contains the following information, if relevant:

- Concept of Operations
- Operations Manual
- Emergency Procedures
- Checklists
- Maintenance Manual
- Training Program
- Flight History (flight hours, cycles, accidents, etc.)
- Safety Risk Analysis

FAA always conducts a safety risk analysis and may also require applicants to submit their own safety risk analysis. Additional information about safety risk analysis is available at FAA Order 8040.4, Safety Risk Management Policy and FAA Order 8040.6 UAS Safety Risk Management Policy. For more information on UAS, see: Unmanned Aircraft Systems (UAS) | Federal Aviation Administration.

Submit Section 927 waiver requests via email directly to: *927waivers@faa.gov.* Applicants can expect an initial response informing them whether their application is appropriate for the Section 927 waiver pathway. The FAA evaluation team may contact applicants for further information as needed. If at any point in the evaluation process, FAA determines the request is not eligible for a Section 927 waiver, FAA will redirect the applicant to an appropriate pathway to request regulatory relief. If FAA determines the request is eligible for a Section 927 waiver, FAA will conduct a safety evaluation and provide applicants with a final decision (approval or denial).

Frequently Asked Questions

1. May I apply for an exemption and for a Section 927 waiver at the same time to see which pathway provides an approval more quickly?

No, applicants must select either the exemption pathway or the Section 927 waiver.

2. If I have already applied for an exemption, may I withdraw my exemption and apply for a Section 927 waiver instead?

Yes; however, applicants enter the Section 927 waiver process on a first-come, first-served basis and would not receive priority or expedited treatment.

3. Will FAA conduct an abbreviated safety analysis for Section 927 waivers?

No, the safety analysis conducted for exemptions and for Section 927 waivers will remain identical.

4. Will both pathways provide similar types of relief, *i.e.,* will the operational Conditions and Limitations posed by an exemption versus a Section 927 waiver be similar?

Yes, both pathways—irrespective of whether an exemption or Section 927 waiver—will provide regulatory relief based on the safety case. The safety analysis and resulting operational parameters, including Conditions and Limitations, would not depend on the pathway for regulatory relief.

Issued in Washington, DC, on March 30, 2026.

Hugh Thomas,

Acting Executive Director, Flight Standards Service.

[FR Doc. 2026–06297 Filed 3–31–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0457]

Agency Information Collection Activities; Renewal of an Approved Information Collection Request: Designation of Agents, Motor Carriers, Brokers, and Freight Forwarders

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 review and approval. FMCSA requests approval to renew the previously approved ICR titled, ''Designation of Agents, Motor Carriers, Brokers and Freight Forwarders,'' OMB Control No. 2126–0015. This is necessary to provide motor carriers, property brokers, and freight forwarders a means to designate process agents, as required by law.

DATES: Comments on this notice must be received on or before May 1, 2026.

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

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Secrist, Office of Registration, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 385–2367; *jeff.secrist@dot.gov.*

SUPPLEMENTARY INFORMATION:

Title: Designation of Agents, Motor Carriers, Brokers and Freight Forwarders. OMB Control Number: 2126–0015.

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

Respondents: Motor carriers, freight forwarders and brokers.

Estimated Number of Respondents: 110,799.

Estimated Time per Response: 10 minutes, or 0.167 hours.

Expiration Date: April 30, 2026.

Frequency of Response: On occasion. Form BOC–3 must be filed by all motor

carriers, freight forwarders, and brokers when the transportation entity first registers with FMCSA. All brokers must make a designation for each State in which it has an office or in which contracts are written. Subsequent filings are made only if the motor carrier, broker, or freight forwarder changes process agents or begins operating in a new State.

Estimated Total Annual Burden: 18,503.

Background

The Secretary of Transportation (Secretary) is authorized to register motor carriers under the provisions of 49 U.S.C. 13902; freight forwarders under the provisions of 49 U.S.C. 13903; and property brokers under provisions of 49 U.S.C. 13904. These persons may conduct transportation services only if they are registered pursuant to 49 U.S.C. 13901. The Secretary delegated authority pertaining to these registration requirements to FMCSA in 49 Code of Federal Regulations (CFR) 1.87(a)(5).

Registered motor carriers, brokers and freight forwarders must designate an agent on whom service of notices in proceedings before the Secretary may be made (49 U.S.C. 13303). Registered motor carriers must also designate an agent for every State in which they operate and traverse in the United States during such operations, on whom process issued by a court may be served in actions brought against the registered motor carrier (49 U.S.C. 13304, 49 CFR 366.4T). Every broker shall make a designation for each State in which its offices are located or in which contracts are written (49 U.S.C. 13304, § 366.4T). Regulations governing the designation of process agents are found at 49 CFR part 366. This designation is filed with FMCSA on Form BOC–3, ''Designation of Agents for Service of Process.'' For this renewal, the program's annual burden hours increased from 3,448 to 18,503. This is due to an updated estimate of the number of respondents and responses.

On November 18, 2025, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on this ICR (90 FR 51806). The comment period closed on January 20, 2026. There were no comments submitted in response to that notice.

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.

Issued under the authority of 49 CFR 1.87.

David M. Sutula,

Acting Associate Administrator, Office of Research and Registration.

[FR Doc. 2026–06279 Filed 3–31–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0727]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Commercial Driver's License Drug and Alcohol Clearinghouse

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 review and approval and invites public comment. The Agency's final rule titled ''Commercial Driver's License Drug and Alcohol Clearinghouse'' (Clearinghouse), published in the **Federal Register** on December 5, 2016, established the regulatory requirements for the Clearinghouse. The compliance date for the final rule was January 6, 2020. FMCSA began collecting data as authorized users began registering in the Clearinghouse in September 2019. This ICR revision is needed to support the continuation of the querying and reporting requirements to address the problem of commercial driver's license (CDL) and commercial learner's permit (CLP) holders who test positive for the use of controlled substances or the misuse of alcohol and then continue to perform safety sensitive functions, including driving a commercial motor vehicle (CMV), without completing the required return-to-duty (RTD) process.

DATES: Comments on this notice must be received on or before June 1, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2026–0727 using any of the following methods:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Mail*: Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, 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. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *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: Derrick Carrington, Drug and Alcohol Programs Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9394; *derrick.carrington@dot.gov.*

SUPPLEMENTARY INFORMATION:

Instructions

All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to *https://www.regulations.gov,* including any personal information provided. Please see the Privacy Act heading below.

Public Participation and Request for Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2026–0727), 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 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-2026-0727/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