

applications for Channel 265C3 at Enterprise, Utah will not be opened at this time. Instead, the issue of opening this allotment for filing will be addressed by the Commission in subsequent order. See **SUPPLEMENTARY INFORMATION**.

DATES: Effective June 8, 2026.

FOR FURTHER INFORMATION CONTACT: Rolanda F. Smith, Media Bureau, (202) 418-2054, Rolanda-Faye.Smith@fcc.gov.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission’s *Report and Order*, adopted April 22, 2026, and released April 23, 2026. The full text of this document is available online at <https://docs.fcc.gov/public/attachments/DA-26-395A1.pdf>. The full text of this document can also be downloaded in Word or Portable Document Format (PDF) at <https://www.fcc.gov/edocs>. This document does not contain information collection requirements subject to the Paperwork Reduction Act of 1995, Public Law 104-13.

The Commission also grants the Counterproposal (RM-12019) filed jointly by Southwest Broadcasting LLC, licensee of KXUT(FM), Page, Arizona and Estrella Broadcasting, LLC, licensee of KXQX(FM), Tusayan, Arizona, involving two contingent FM minor modifications applications, File Nos. 0000280777 and 0000280780, by modifying the FM station KXUT license and authorization from Channel 226C2, Page, Arizona, to specify operation on Channel 226C1, Orderville, Utah, as the community’s first local service, and by modifying the FM station KXQX license from Channel 223A, Tusayan, Arizona, to specify operation on Channel 223C2, Big Water, Utah, as the community’s first local service.

A staff engineering analysis determines that Channel 226C1 can be allotted to Orderville, Utah consistent with the minimum distance separation requirements of 47 CFR 73.207 with a site restriction of 17 kilometers (10.6 miles) west at reference coordinates 37-17-42.8 NL and 112-50-45.1 WL. A staff engineering analysis determines also that Channel 223C2 can be allotted to Big Water, Utah consistent with the minimum distance separation requirements of 47 CFR 73.207 with a site restriction of 7 kilometers (4.4 miles) south at reference coordinates 37°00’36.8” NL and 111°40’51.1” WL.

The Commission will send a copy of this *Report and Order* in a report to Congress and the Government Accountability Office pursuant to the Congressional Review Act, see 5 U.S.C. 801(a)(1)(A).

List of Subjects in 47 CFR Part 73

Radio, Radio broadcasting, Television.

Federal Communications Commission.

Nazifa Sawez,

Assistant Chief, Audio Division, Media Bureau.

Final Rules

For the reasons discussed in the preamble, the Federal Communications Commission amends 47 CFR part 73 as follows:

PART 73—RADIO BROADCAST SERVICES

■ 1. The authority citation for part 73 continues to read as follows:

Authority: 47 U.S.C. 154, 155, 301, 303, 307, 309, 310, 334, 336, 339.

■ 2. In § 73.202(b), amend table 1 under Utah, by adding the entry of “Enterprise” in alphabetical order to read as follows:

§ 73.202 Table of Allotments.

* * * * *
(b) *Table of FM Allotments.*

TABLE 1 TO PARAGRAPH (b)
[U.S. States]

	Channel No.
* * * * *	
Utah	
Enterprise	265C3
* * * * *	

[FR Doc. 2026-08423 Filed 4-29-26; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 390

[Docket No. FMCSA-2025-0112]

RIN 2126-AC86

Removal of Obsolete References to “Water Carriers”; Correction

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

ACTION: Correcting amendments.

SUMMARY: In a final rule published in the *Federal Register* on February 19, 2026, FMCSA amended its regulations to remove obsolete references to “water carriers” in the FMCSA regulations

(FMCSRs). The final rule contained an error in the amendatory instructions. The Agency corrects this error.

DATES: This correction is effective April 30, 2026.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey L. Secrist, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590; (202) 385-2367; jeff.secrist@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366-9826.

SUPPLEMENTARY INFORMATION: On February 19, 2026, FMCSA published a final rule (91 FR 7856) that removed obsolete references to “water carriers” in the FMCSRs. FMCSA removed the words “water carrier” or “water carriers” from 49 Code of Federal Regulations (CFR) 365.107T,¹ 370.1, 379.1, Appendix B to part 386, and Appendix A to part 390. The terms are remnants carried over from FMCSA’s predecessor Agencies and are obsolete, as FMCSA does not have regulatory jurisdiction over water carriers.

Through amendatory instruction number 10 in the final rule, the Agency sought to revise a subsection of Appendix A to part 390 but did not clearly identify which section of regulatory text was to be revised. The Agency corrects this error by providing the full text of the Hotel Related Passenger Transportation subsection and removing the term “water carrier” from that subsection.

The Administrative Procedure Act specifically provides exceptions to its notice and comment rulemaking procedures when an agency finds there is good cause to dispense with them, and incorporates the finding, and a brief statement of reasons therefore, in the rules issued (5 U.S.C. 553(b)(B)). Good cause exists when an agency determines that notice and public comment procedures are impractical, unnecessary, or contrary to the public interest. The amendment made in this notice corrects an error in amendatory language in the final rule. The correction does not impose any new material requirements or increase compliance obligations. For these

¹ On January 17, 2017, FMCSA suspended certain regulations relating to the electronic Unified Registration System and delayed their effective date indefinitely (82 FR 5292). The suspended regulations were replaced by temporary provisions that contain the requirements in place on January 13, 2017. Section 365.107 was one of the sections suspended and § 365.107T, which is currently in effect, was one of the replacement sections added (82 FR 5299). There is no reference to water carrier or water carriers in the current existing § 365.107 (non-temporary) provision.

reasons, FMCSA finds good cause that notice and public comment for this correction notice are unnecessary.

List of Subjects in 49 CFR Part 390

Highway safety, Intermodal transportation, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

In consideration of the foregoing, FMCSA corrects 49 CFR part 390 by making the following correcting amendments:

PART 390—FEDERAL MOTOR CARRIER SAFETY REGULATIONS; GENERAL

1. The authority citation for part 390 continues to read as follows:

Authority: 49 U.S.C. 113, 504, 508, 31132, 31133, 31134, 31136, 31137, 31144, 31149, 31151, 31502; sec. 114, Pub. L. 103-311, 108 Stat. 1673, 1677; secs. 212 and 217, Pub. L. 106-159, 113 Stat. 1748, 1766, 1767; sec. 229, Pub. L. 106-159 (as added and transferred by sec. 4115 and amended by secs. 4130-4132, Pub. L. 109-59, 119 Stat. 1144, 1726, 1743, 1744), 113 Stat. 1748, 1773; sec. 4136, Pub. L. 109-59, 119 Stat. 1144, 1745; secs. 32101(d) and 32934, Pub. L. 112-141, 126 Stat. 405, 778, 830; sec. 2, Pub. L. 113-125, 128 Stat. 1388; secs. 5403, 5518, and 5524, Pub. L. 114-94, 129 Stat. 1312, 1548, 1558, 1560; sec. 2, Pub. L. 115-105, 131 Stat. 2263; and 49 CFR 1.81, 1.81a, 1.87.

2. In appendix A to part 390, under section III. Specific Example Scenarios, revise "Hotel Related Passenger Transportation" to read as follows:

Appendix A to Part 390—Applicability of the Registration, Financial Responsibility, and Safety Regulations to Motor Carriers of Passengers

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III. Specific Example Scenarios

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Hotel Related Passenger Transportation

Scenario 1: A hotel in Cincinnati, OH offers a courtesy van to take its guests to and from the Cincinnati/Northern Kentucky International Airport in KY. The van is designed to transport 15 passengers, including the driver, and has a GVW and GVWR of less than 10,000 pounds. All passenger transportation occurs within a zone encompassed by a 25-mile radius of the boundary of the airport.

Guidance: This scenario describes for-hire transportation by a CMV as a part of continuous interstate movement, though some exemptions apply. Though the safety regulations apply to transportation in a CMV within a single State if the transportation is a continuation of interstate transportation, the hotel's van operation is eligible for the limited exception to safety regulation applicability in §§ 390.3T(f)(6) and 390.3(f)(6) based on the size of the vehicle and how compensation is received. The hotel's van is

designed and used to transport 9 to 15 passengers (including the driver), and payment for transportation is not received directly. If the hotel complies with the applicable provisions listed in §§ 390.3T(f)(6) and 390.3(f)(6), then this passenger transportation is compliant with the safety regulations contained in 49 CFR parts 350 through 399. Because the vehicle is a CMV under § 390.5 and the limited exception does not exempt the hotel from USDOT registration requirements, the hotel must register by following the procedures in 49 CFR part 390 subpart E. The hotel's 15-passenger van is not a CMV under § 383.5, therefore drivers of these vehicles are not required to have CDLs and are not subject to the drug and alcohol testing regulations in 49 CFR part 382.

Operating authority registration under 49 CFR part 365, subpart A, however, is not required. The hotel is providing service subject to the exemption in 49 U.S.C. 13506(a)(8)(A) and § 372.117(a) of this chapter. The hotel's shuttle transportation of passengers is (1) incidental to transportation by aircraft, (2) limited to the transportation of passengers who have had an immediately prior or will have an immediately subsequent movement by air, and (3) confined to a zone encompassed by a 25-mile radius of the boundary of the airport at which the passengers arrive or depart. The hotel does not meet the exemption requirements of 49 U.S.C. 13506(a)(3) for a motor vehicle owned or operated by or for a hotel and only transporting hotel patrons between the hotel and the "local station of a carrier." The definition of carrier within this exemption includes motor carrier and freight forwarder, but does not include air carrier. 49 U.S.C. 13102(3). However, the hotel only needs to meet the requirements of one exemption to not be subject to operating authority registration.

The hotel is providing indirectly compensated, for-hire transportation of passengers in interstate commerce in a vehicle with a seating capacity of 15 and is required under §§ 387.33T and 387.33 of this chapter to maintain \$1.5 million of financial responsibility.

Scenario 2: A hotel in Winchester, VA, located 12 miles outside of the zone encompassed by a 25-mile radius of the boundary of Washington Dulles International Airport, offers a courtesy van to take its guests to and from the airport in Dulles, VA. The van is designed to transport 15 passengers, including the driver, and has a GVW and GVWR of less than 10,000 pounds.

Guidance: This scenario describes for-hire transportation by a CMV as a part of continuous interstate movement, though some exemptions apply. Though the hotel is providing interstate transportation in a CMV, a 9 to 15 passenger vehicle operated for compensation, the hotel's van operation is eligible for the limited exception to regulatory applicability in §§ 390.3T(f)(6) and 390.3(f)(6).

This exemption does not relieve the hotel of the requirements in 49 CFR part 365 for operating authority registration. The hotel is providing interstate for-hire transportation (the costs for operating the shuttle van are

included in the cost of the room, as an amenity) outside the zone that would qualify it for the incidental to air travel exemption within 49 U.S.C. 13506(a)(8)(A) and § 372.117(a) of this chapter. Also, the hotel's transportation does not meet the exemption requirements of 49 U.S.C. 13506(a)(3) for a motor vehicle owned or operated by or for a hotel and only transporting hotel patrons between the hotel and the local station of a carrier. The definition of carrier applicable to this exemption, at 49 U.S.C. 13102(3), does not include air carrier. The hotel must register by following the procedures in 49 CFR part 365 subpart A and part 390 subpart E. The hotel is also required under §§ 387.33T and 387.33 of this chapter to obtain, file, and maintain \$1.5 million of financial responsibility.

The hotel's 15-passenger van is not a CMV under § 383.5 of this chapter. Therefore, drivers of these vehicles are not required to have CDLs and are not subject to the drug and alcohol testing regulations in 49 CFR part 382.

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Issued under authority delegated in 49 CFR 1.87.

Derek Barrs, Administrator.

[FR Doc. 2026-08438 Filed 4-29-26; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 635

[Docket No. 260427-0112; RTID 0648-XF407]

Atlantic Highly Migratory Species; 2026 Atlantic Shark Commercial Fishing Year

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Temporary final rule.

SUMMARY: In this action, NMFS adjusts the base annual commercial quotas for the 2026 Atlantic shark commercial fishing year as allowable based on underharvests from the 2025 fishing year. The 2026 Atlantic shark commercial fishing year opened on January 1, 2026, under the base annual commercial quotas and default commercial retention limits. This action is necessary to provide additional fishing opportunities for commercial shark fishermen to harvest optimum yield from the Atlantic shark fisheries.

DATES: This temporary final rule is effective April 30, 2026 through December 31, 2026.