

FAA medical certification program is implemented by Title 14 Code of Federal Regulations (CFR) parts 61 and 67 (14 CFR parts 61 and 67). The Federal Aviation Administration (FAA) determines if applicants are medically qualified to perform the duties associated with the class of medical certificate sought by evaluating the information applicants provide on FAA

Form 8500–8. Also, the agency uses two vision forms, as indicated, for individuals who may need further testing.

Respondents: Pilots, Student pilots, and air traffic control specialist Applicants.

Frequency: 1 per initial/renewal of application.

Estimated Average Burden per Response: 1.48.

Estimated Total Annual Burden: FAA data indicated a total of 478,051 respondents for CY25; 463,891 for 8500–8, the general medical application; and 14,160 for FAA forms 8700–7 or 8700–14 for vision examinations. Estimated Total annual burden for CY 2025 totals \$23,690,176.43.

Form No.	Number of respondents	Number of responses per respondent	Total number of responses	Time per response (hrs)	Total burden (hrs)	Cost per hour	Total cost per year
8500–7	7,080	1	7,080	1.5	10,620	¹ 33.45	355,239
8500–14	7,080	1	7,080	.25	1,770	33.45	59,206.50
8500–8	449,161 Pilot, 14,730 ATC	1	463,891	1.5	695,836.50	33.45	23,275,730.93

¹ Employer Costs for Employee Compensation—December 2025.

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

Kenneth Egerstrom,

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–5017]

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Renewal, Maintenance, Preventive Maintenance, Rebuilding, and Alteration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public to make comments about our intention to request the Office of Management and Budget (OMB) approval to renew information collection. The Information to be collected is necessary to insure the safety of the flying public. Documentation of maintenance repair actions record who, what, when, where and how of the task performed. All maintenance actions as well as documentation are required by Title 14 CFR part 43. This collection focuses on Form 337 which is collected by the FAA. Other records for preventative maintenance, and logbook entries are not collected by the FAA serve as a responsibility of the owner to maintain in case of verification of airworthiness when seeking approval or sale of the

aircraft. This ensures proper certification of personnel; proper tooling is utilized and accurate measures to ensure safety. Total form 337s submitted in 2024 is 76,253. Total general aviation aircraft registrations on file are 438,651. It is estimated by the numbers collected one in every five aircraft have a 337-form submitted for major alteration and repairs performed. Each 337 takes approximately 1 hour.

DATES: Written comments should be submitted by August 3, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket: www.regulations.gov (Enter docket number into search field).

By email: Jude Sellers, @jude.n.sellers@faa.gov.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

OMB Control Number: 2120–0020.

Title: Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

Form Numbers: Aircraft maintenance logbooks and form 337.

Type of Review: Renewal of information collection.

Background: Title 14 CFR part 43 mandates information to be provided when an alteration or major repair is performed on an aircraft of United States

registry. Submission of Form 337 is required for capture in the aircraft permanent records for current and future owners to substantiate the requirements of the regulations, prior to operation of the aircraft. Aircraft owners have the responsibility of documentation and submission of all maintenance records performed to their aircraft.

Respondents: 438,651 Aircraft owners.

Frequency: On occasion.

Estimated Average Burden per Response: 1 hour.

Estimated Total Annual Burden: Industry Annual burden 76,253 man hours.

Issued in Washington, DC, on May 6, 2026.

Jude Sellers,

Aviation Safety Inspector, AFS–340 General Aviation Maintenance Branch.

[FR Doc. 2026–11138 Filed 6–3–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Waller County, Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: Pursuant to 23 CFR 771.123(a), FHWA, on behalf of the Texas Department of Transportation (TxDOT), is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to construct a new highway (known as 36A North) from Interstate (I)–10 west of Katy, Texas to US Highway (US) 290

west of Waller, Texas in Waller County (CSJ 0912-00-646).

FOR FURTHER INFORMATION CONTACT: TxDOT Houston District, P.O. Box 1386, Houston, Texas 77251-1386, 713-802-5199, 36ANorth@txdot.gov.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

The 36A North project is proposed as a new highway to improve north-south mobility from I-10 west of Katy, Texas to US 290 west of Waller, Texas. The proposed highway would be approximately 20–25 miles in length and would primarily serve Waller County.

The EIS will evaluate a range of build alternatives and a no-build alternative.

TxDOT will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to 23 U.S.C. 139(n)(2), unless TxDOT determines statutory criteria or practicability considerations preclude issuance of a combined document.

In accordance with 23 U.S.C. 139, cooperating agencies, participating agencies, and the public will be given an opportunity for continued input on project development. A virtual public scoping meeting is planned for Tuesday, July 14, 2026, with two in-person open houses. One in-person meeting would be held on Tuesday, July 14, 2026, at the Royal ISD Early Childhood Center Gymnasium, located at 2505 Durkin Road, Brookshire, Texas 77423. The second in-person meeting would be held on Thursday, July 16, 2026, at Edmonds Hall at the Waller County Fairgrounds, located at 21988 FM 359, Hempstead, Texas 77445. Both in-person meetings will be held from 5 to 7 p.m. and would present identical content. The public scoping meeting will provide an opportunity for the public to review and comment on the draft coordination plan and schedule, the project purpose and need, the range of alternatives, and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts and any significant issues that should be analyzed in depth in the EIS. In addition to the public scoping meeting, a public hearing will be held after the draft EIS is prepared. Public notice will include the time and place of the meeting and hearing.

The public meeting will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish is not your primary language or you have difficulty communicating effectively in English or Spanish, one will be provided to you free of charge. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires any accommodation to attend and participate in the public meeting, please contact Gabriel Adame, TxDOT Houston District Public Engagement Coordinator, at 713-802-5199 no later than 4 p.m., by Friday, July 10, 2026. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The public is requested to provide public comments on alternatives or impacts and on relevant information, studies, or analyses with respect to this proposed project. Comments may be provided in writing by mail to Advanced Project Development, Texas Department of Transportation—Houston District, P.O. Box 1386, Houston, Texas 77251-1386 or by email to 36ANorth@txdot.gov. Comments must be received by Friday, July 31, 2026.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction.)

Issued on: June 1, 2026.

Jack Bales,

Director of Project Delivery, Federal Highway Administration.

[FR Doc. 2026-11162 Filed 6-3-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-2026-0232]

Request for Information on Family Friendly Transit

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

ACTION: Request for Information (RFI).

SUMMARY: Many transit agencies have developed ways to assess and improve the quality of the public transportation service that they provide to their communities. The Federal Transit Administration (FTA) seeks input from the transit industry and the public about how to assess public transportation service quality across five areas: safety

and security, cleanliness, universal accessibility, real time service data availability, and system reliability. FTA will use this information to develop tools to help the public, transit agencies, and all levels of government assess the quality of public transportation service in their communities more directly and identify actions necessary to improve family-friendly service.

DATES: Comments are requested by August 3, 2026.

ADDRESSES: You may file comments identified by docket number FTA-2026-0232 by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

FOR FURTHER INFORMATION CONTACT: Office of Budget and Policy, Federal Transit Administration, FTAPerformanceData@dot.gov or (202) 366-4050.

SUPPLEMENTARY INFORMATION:

I. Background

The performance of America's public transportation systems is often measured by the number of trips taken or miles traveled, yet these metrics do not capture the full impact of transit systems on the well-being of the communities and travelers they serve. FTA is considering developing common service quality metrics grounded in the premise that transit systems offer the most value when they can successfully answer key questions travelers may ask themselves before making a trip, such as: *Will I feel safe and secure?, When is the next bus/train, and will it be on time?, and Can I easily get where I need to go with my family?* These potential service quality metrics will help the public, transit agencies, and all levels of government, to assess more directly the quality of public transportation service in their communities and identify actions necessary to improve family-friendly service. For the purpose of this request for information, "family-friendly service" means the availability of high-quality transit service that is welcoming to as many members of the public as possible, not just commuters or adults traveling alone. This request for information will focus on transit systems that serve urbanized areas with 200,000 or more in population for two reasons. First, larger transit agencies are more likely to have mature service