According to BLPI, the Line is located in Whitman County, Wash.

According to BLPI, the lease agreement does not involve any commitments or provisions that would limit future interchange with a third-party connecting carrier. Further, BLPI certifies that its projected annual revenue will not exceed $5 million and represents that the transaction will not result in the creation of a Class I or II rail carrier.

The earliest this transaction may be consummated is July 4, 2026, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than June 26, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36935, should be filed with the Surface Transportation Board via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on BLPI's representative: John K. Fiorilla, 322 U.S. Highway 46, Suite 220, Parsippany, NJ 07054.

According to BLPI, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Authority: 49 CFR 1150.42.

Decided: June 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2026–12291 Filed 6–17–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36941]

Terramont Infrastructure Partners LLC—Control Exemption—Hainesport Transportation Group, LLC, Hainesport Industrial Railroad, LLC, and Hainesport Secondary Railroad, LLC

Terramont Infrastructure Partners LLC (Terramont), a noncarrier, filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire direct control of Hainesport Transportation Group, LLC (HTG), a noncarrier that, in turn, directly controls two Class III rail carriers, Hainesport Industrial Railroad, LLC (HIRR), and Hainesport Secondary Railroad, LLC (HSR, and together with HIRR, the Hainesport Railroads). According to the verified notice, each of the Hainesport Railroads is located in the Hainesport Industrial Park in Burlington County, N.J.[1]

The verified notice states that, pursuant to a signed Letter of Intent (LOI)[2] dated April 1, 2026, Terramont has agreed to acquire from HTG all existing outstanding ownership interests in HTG and, in turn, indirect control of the Hainesport Railroads. Currently, HTG directly controls the Hainesport Railroads. *See Hainesport Transp. Grp., LLC—Corp. Fam. Transaction Exemption,* FD 36184 (STB served May 24, 2018).

Terramont states that: (1) the Hainesport Railroads would not connect with any railroads that would be in the Terramont corporate family following the transaction; (2) the transaction is not part of a series of anticipated transactions that would connect the Hainesport Railroads with any railroad in the Terramont corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is July 4, 2026, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than June 26, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36941, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street, SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Terramont's representative, Valerie O. Quinn, Fletcher & Sippel LLC, 975 F Street NW, Suite 301, Washington, DC 20004.

According to Terramont, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Decided: June 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Andrea Pope-Matheson,

Clearance Clerk.

[FR Doc. 2026–12249 Filed 6–17–26; 8:45 am]

BILLING CODE 4915–01–P

[1] HIRR became a rail common carrier in 2005. *Hainesport Indus. R.R.—Acquis. & Operation Exemption—Hainesport Indus. Park R.R. Ass'n, Inc.,* FD 34695 (STB served May 18, 2005). HSR became a rail common carrier in 2013. *Hainesport Indus. R.R.—Corp. Fam. Transaction,* FD 35760 (STB served Sept. 11, 2013).

[2] Public and confidential versions of the LOI were filed with the verified notice. The confidential version was submitted under seal concurrently with a motion for protective order, which is addressed in a separate decision.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36936]

Washington, Idaho & Montana Railway LLC—Lease and Operation—BLPIRR LLC

Washington, Idaho & Montana Railway LLC (WIMR), a Class III rail carrier, has filed a verified notice of exemption[1] pursuant to 49 CFR part 1150 subpart E to lease from BLPIRR LLC (BLPI) and operate (1) the ''Washington, Idaho, and Montana (WIM) Industrial Lead'' (approximately 3.27 miles of rail line extending from a point off the P&L Branch along the WIM Industrial Lead (WIM MP 0.05) to the Idaho State Line (WIM MP 3.32)), (2) the ''Peterson Crossover'' (approximately 950 feet of rail line extending from ''the 14' clearance point between the P & L Branch and the Peterson Crossover'' to ''the Peterson Crossover and Peterson House Track switch''), and (3) the ''Peterson House Track'' (approximately 2,075 feet of rail line extending from ''the WIM Industrial Lead and Peterson House Track switch'' to ''the

[1] WIMR filed a supplement with additional information on June 4, 2026. The filing date of the supplement will be deemed the filing date of the verified notice.

termination of the track at State Route 272'') (the Line).[2] According to WIMR, the Line is located in Whitman County, Wash.

According to WIMR, the lease agreement does not involve any commitments or provisions that would limit future interchange with a third-party connecting carrier. Further, WIMR certifies that its projected annual revenue will not exceed $5 million and represents that the transaction will not result in the creation of a Class I or II rail carrier.

The earliest this transaction may be consummated is July 4, 2026, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than June 26, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36936, should be filed with the Surface Transportation Board via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on WIMR's representative: John K. Fiorilla, 322 U.S. Highway 46, Suite 220, Parsippany, NJ 07054.

According to WIMR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Authority: 49 CFR 1150.42.

Decided: June 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2026–12290 Filed 6–17–26; 8:45 am]

BILLING CODE 4915–01–P

[2] WIMR filed the verified notice of exemption jointly with BLPI in both this docket and Docket No. FD 36935, *BLPIRR LLC—Lease and Operation—Washington State Department of Transportation.* The jointly filed verified notice also contains BLPI's related request for an exemption to lease the Line from the Washington State Department of Transportation and to operate it. The Board will address BLPI's request separately in FD 36935.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–4951]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Flight Attendant Fatigue Risk Management Plan

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 comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves submission of Fatigue Risk Management Plans (FRMP) for flight attendants of certificate holders operating under Title 14 of the Code of Federal Regulations (CFR) part 121. The certificate holders will submit the information to be collected to the FAA for review and acceptance as required by the FAA Reauthorization Act of 2018.

DATES: Written comments should be submitted by August 17, 2026.

ADDRESSES: Please send written comments:

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

By mail: Näleé D. Romero, Federal Aviation Administration National headquarters, 10A, 8th Floor, AFS, 800 Independence Ave SW, Washington, DC 20591.

By fax: TBD.

FOR FURTHER INFORMATION CONTACT: Näleé D. Romero by email at: *Nalee.Romero@faa.gov;* phone: 202–267–4702

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: 2120–0789.

Title: Flight Attendant Fatigue Risk Management Plan.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: On October 5, 2018, Congress enacted Public Law 115–254, the FAA Reauthorization Act of 2018 (''the Act''). Section 335(b) of the Act required each certificate holder operating under 14 CFR part 121 to submit to the FAA for review and acceptance of a Fatigue Risk Management Plan (FRMP) for each certificate holder's flight attendants. Section 335(b) contains the required contents of the FRMP, including a rest scheme consistent with current flight time and duty period limitations and development and use of methodology to continually assess the effectiveness of the ability of the plan to improve alertness and mitigate performance errors. Section 335(b) requires that each certificate holder operating under 14 CFR part 121 shall update its FRMP every two years and submit the update to the FAA for review and acceptance. Further, section 335(b) of the Act requires each certificate holder operating under 14 CFR part 121 to comply with its FRMP that is accepted by the FAA.

Respondents: 55 Part 121 Air Carriers and 2 new entrants.

Frequency: 1 initial submission and then updates every 2 years.

Estimated Average Burden per Response: 20 Hours for Initial Submission, 5 Hours for Updates.

Estimated Total Annual Burden: 40 Hours per year for Initial Submission, 275 Hours per year for updates.

Issued in Washington, DC, on June 16, 2026.

Sandra L. Ray,

Aviation Safety Inspector, AFS–260.

[FR Doc. 2026–12268 Filed 6–17–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2026–7097]

National Airspace System Advisory Committee (Previously Known as the NextGen Advisory Committee)

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Notice; charter renewal and solicitation of nominations for membership.

SUMMARY: The FAA is issuing this notice to announce the charter renewal and to solicit nominations for membership to serve on the National Airspace System