

employee in writing of that determination and must include notice of the employee's right to appeal the employing agency's determination to the U.S. Merit Systems Protection Board.

(b) *Denial of deemed coverage.* If, after an employing agency provides certification to a reappointing agency of the employee's qualifying condition under § 842.1305, and the reappointing agency denies treatment of the employee's appointment in a non-covered position as a deemed covered position, the employee may appeal the reappointing agency's denial of deemed coverage to the U.S. Merit Systems Protection Board.

(c) *Computation of benefits.* OPM's initial and final decisions issued with respect to the computation of an affected individual's retirement benefits under this subpart are appealable consistent with the provisions in §§ 841.306–308.

[FR Doc. 2026–14751 Filed 7–21–26; 8:45 am]

BILLING CODE 6325–38–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–2452; Airspace Docket No. 25–ASO–16]

RIN 2120–AA66

Amendment of Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V–16, V–35, V–37, V–53, V–133, V–136, V–143, V–259, V–310, V–364, V–409, V–415, V–454, and V–605; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: This action revises an earlier notice of proposed rulemaking (NPRM) that the FAA published in the **Federal Register** on March 6, 2026, by updating the proposed amendments to domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V–53, V–364, V–415, and V–605 in the eastern United States. This action continues to propose amendments to domestic VOR Federal Airways V–16, V–35, V–37, V–133, V–136, V–143, V–259, V–310, V–409, and V–454, as described in the original NPRM. This action is in support of the FAA's VOR Minimum Operational Network (MON) Program.

DATES: Comments must be received on or before August 21, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–2452 and Airspace Docket No. 25–ASO–16 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th Floor, Washington, DC 20590.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the

scope of that authority as it amends the route structure to maintain the efficient flow of air traffic within the National Airspace System.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation

Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

Incorporation by Reference

Domestic VOR Federal Airways are published in paragraph 6010(a) of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

Background

On March 6, 2026, the FAA published an NPRM (91 FR 10979) proposing the amendments of domestic VOR Federal Airways V-16, V-35, V-37, V-53, V-133, V-136, V-143, V-259, V-310, V-364, V-409, V-415, V-454, and V-605 in the eastern United States. Subsequent to publication of the NPRM, the FAA identified that VOR Federal Airways V-53, V-364, V-415, and V-605 require additional or different changes from the original NPRM, as described below.

The FAA is planning to decommission the Charlotte, NC (CLT), VOR/Distance Measuring Equipment (VOR/DME); Foothills, SC (ODF), VOR/DME; and Holston Mountain, TN (HMT), VOR/Tactical Air Navigation (VORTAC) in December 2026. The Charlotte VOR/DME, Foothills VOR/DME, and Holston Mountain VORTAC were candidate navigational aids (NAVAID) identified for discontinuance by the FAA's VOR MON program and listed in the Final Policy Statement, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), under Docket No. FAA-2011-1082.

After the NPRM was published, the FAA identified that the segment of V-53 that must be removed as a result of the decommissioning of the Holston Mountain VORTAC is larger than originally expected. The segment that must be removed would start at the Columbia VORTAC instead of the Sugarloaf Mountain VORTAC. This addition to the segment proposed for removal is being made because a portion

of it is unusable due to facility restrictions and the remaining portion is not required due to established PBN replacement structure. Accordingly, the proposal to modify V-53 is updated below.

The FAA also identified an error with the proposed amended legal description for V-364. The Barretts Mountain, NC (BZM), VOR/DME 196°T radial used to identify the LINCO, NC Fix should have been the Barretts Mountain VOR/DME 197°T radial. This error has been corrected in this SNPRM.

Additionally, the NPRM indicated that concurrent changes were being proposed in a separate rulemaking docket (Docket No. FAA-2024-2614) published in the **Federal Register** (89 FR 103720; December 19, 2024). After publication of the NPRM for the instant docket, the FAA decided to remove that component of the proposal under Docket No. FAA-2024-2614, which will be reflected in future rulemaking documents for that docket.

Lastly, the FAA discovered that the direction of V-605 is currently incorrectly described in its legal description as a north to south airway. The FAA now clarifies that the airway direction runs from south to north and has corrected the legal description in this SNPRM. The legal description has also been updated to account for the planned relocation of the Spartanburg, SC (SPA), VORTAC, as proposed in Docket No. FAA-2024-2614 (89 FR 103720; December 19, 2024).

Other components of the proposal from the original NPRM remain unchanged.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend domestic VOR Federal Airways V-16, V-35, V-37, V-53, V-133, V-136, V-143, V-259, V-310, V-364, V-409, V-415, V-454, and V-605 in the eastern United States. This action supports the planned decommissioning of the Holston Mountain, TN (HMT), VORTAC, the relocation of the Spartanburg, SC (SPA), VORTAC, and correcting the radials for the LINCO Fix. This action is in support of the FAA's VOR MON Program.

V-53: V-53 currently extends between the Charleston, SC (CHS), VORTAC and the Holston Mountain, TN (HMT), VORTAC; and between the Lexington, KY (HYK), VOR/DME and the Brickyard, IN (VHP), VORTAC. The airspace within R-3401B is excluded when active. The FAA proposes to remove the airway segment between the Columbia, SC (CAE), VORTAC and the Holston Mountain VORTAC due to the planned decommissioning of the

Holston Mountain VORTAC. As amended, the airway would be changed to extend between the Charleston VORTAC and the Columbia VORTAC, and between the Lexington VOR/DME and the Brickyard VORTAC. The airspace within R-3401B would remain excluded when active.

V-364: V-364 currently extends between the intersection of the Charlotte, NC (CLT), VOR/DME 305° and the Sugarloaf Mountain, NC (SUG), VORTAC 087° radials (LINCO Fix) and the Holston Mountain, TN (HMT), VORTAC.

Due to the planned decommissioning of the Charlotte VOR/DME, the radials that make up the LINCO Fix would be changed to become the intersection of the Barretts Mountain VOR/DME 197°T/203°M and the Sugarloaf Mountain VORTAC 087°T/089°M radials, which would preserve its location. The FAA proposes to update the route description of VOR Federal Airway V-364 with the new radials that would define the LINCO Fix. Additionally, the FAA proposes to remove the airway segments between the Sugarloaf Mountain VORTAC and the Holston Mountain VORTAC due to the planned decommissioning of the Holston Mountain VORTAC. As amended, the airway would be changed to extend between the intersection of the Barretts Mountain VOR/DME 197°T/203°M and the Sugarloaf Mountain VORTAC 087°T/089°M (LINCO Fix) and the Sugarloaf Mountain VORTAC.

V-415: V-415 currently extends between the Montgomery, AL (MGM), VORTAC and the intersection of the Montgomery VORTAC 029° and Gadsden, AL (GAD), VOR/DME 124° radials (HEFIN Fix); and between the intersection of the Rome, GA (RMG), VORTAC 060° and Foothills, SC (ODF), VOR/DME 258° radials (NELLO Fix) and the intersection of the Spartanburg, SC (SPA), VORTAC 101° and Charlotte, NC (CLT), VOR/DME 229° radials (LOCKS Fix). The FAA proposes to remove the airway segments from the NELLO Fix and the LOCKS Fix due to the planned decommissioning of the Charlotte VOR/DME and the Foothills VOR/DME. As amended, the airway would be changed to extend between the Montgomery VORTAC and the HEFIN Fix.

V-605: V-605 currently extends between the Holston Mountain, TN (HMT), VORTAC and the Spartanburg, SC (SPA), VORTAC. In the route description of VOR Federal Airway V-605 between the Holston Mountain VORTAC and the Spartanburg VORTAC is a turn point listed as the intersection of the Holston Mountain 171° and

Spartanburg VORTAC 358° radials (GENOD Fix).

Due to the planned decommissioning of the Holston Mountain VORTAC and the relocation to the Spartanburg VORTAC, the radials that make up the GENOD Fix would be changed to become the intersection of the Barretts Mountain VOR/DME 241°T/247°M and the Spartanburg VORTAC 001°T/008°M radials, which would preserve its location. The FAA proposes to update the route description of VOR Federal Airway V-605 with the new radials that would define the GENOD Fix. The FAA proposes to remove the airway segment between the GENOD Fix and the Holston Mountain VORTAC due to the planned decommissioning of the Holston Mountain VORTAC.

Additionally, the FAA proposes to correct the legal description of the airway to show the direction of the airway from south to north.

As amended, the airway would be changed to extend between the Spartanburg VORTAC and the GENOD Fix.

The proposal remains unchanged from the NPRM with respect to all other affected airways.

The full proposed descriptions of the above routes are set forth below in the proposed regulatory text amendments to part 71. The navigational aid radials listed in the VOR Federal airway description regulatory text of this SNPRM are stated in degrees True north. Additionally, minor editorial corrections to the airway descriptions are included in the proposed legal descriptions to comply with ATS route formatting requirements.

Regulatory Notices and Analyses

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Order 2100.6B, “Rulemaking and Guidance Procedures” (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities

under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, “*FAA National Environmental Policy Act Implementing Procedures*” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

* * * * *

V-16 [Amended]

From Los Angeles, CA; Paradise, CA; Palm Springs, CA; Blythe, CA; Buckeye, AZ; Phoenix, AZ; INT Phoenix 155° and Stanfield, AZ, 105° radials; Tucson, AZ; San Simon, AZ; INT San Simon 119° and Columbus, NM, 277° radials; Columbus, El Paso, TX; Salt Flat, TX; Wink, TX; INT Wink 066° and Big Spring, TX, 260° radials; Big Spring; Abilene, TX; Bowie, TX; Bonham, TX; Paris, TX; Texarkana, AR; Pine Bluff, AR; Marvell, AR; to Holly Springs, MS. From Shelbyville, TN; Hinch Mountain, TN; Volunteer, TN; to INT Volunteer 069°T/072°M and Snowbird, TN, 329°T/333°M radials. From Lynchburg, VA; Flat Rock, VA; to Richmond, VA. From Smyrna, DE; Cedar Lake, NJ; Coyle, NJ; INT Coyle 036° and Kennedy, NY, 209° radials; Kennedy; INT Kennedy 040° and Calverton, NY, 261° radials; Calverton; to INT Calverton 044° and Madison, CT, 142° radials. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Restricted Areas R-5002A, R-5002C, R-5002D, and R-5002F is excluded during their times of use.

* * * * *

V-35 [Amended]

From Lee County, FL; INT Lee County 326° and St. Petersburg, FL, 152° radials; to St. Petersburg. From INT Dublin, GA, 309° and Athens, GA, 195° radials; Athens; Electric City, SC; to Sugarloaf Mountain, NC. From Glade Spring, VA; Charleston, WV; INT Charleston 051° and Elkins, WV, 264° radials; Clarksburg, WV; to Morgantown, WV. From Philipsburg, PA; to Stonyfork, PA.

V-37 [Amended]

From Craig, FL; Brunswick, GA; INT Brunswick 014° and Savannah, GA, 177° radials; Savannah; Allendale, SC; Columbia, SC; to INT Columbia 004°T/006°M and Chesterfield, SC, 240°T/243°M radials. From Pulaski, VA; Elkins, WV; Clarksburg, WV; INT Clarksburg 359° and Ellwood City, PA, 185° radials; to Ellwood City.

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V-53 [Amended]

From Charleston, SC to Columbia, SC. From Lexington, KY; Louisville, KY; INT Louisville 333° and Brickyard, IN, 170° radials; to Brickyard. The airspace within R-3401B is excluded.

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V-133 [Amended]

From INT Sugarloaf Mountain, NC, 087°T/089°M and Barretts Mountain, NC, 197°T/203°M radials; Barretts Mountain; to Charleston, WV. From Saginaw, MI; Traverse City, MI; Escanaba, MI; Sawyer, MI; to Houghton, MI. From International Falls, MN; to Red Lake, ON, Canada. The airspace within Canada is excluded.

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V-136 [Amended]

From Hinch Mountain, TN; INT Hinch Mountain 100° and Volunteer, TN, 243° radials; Volunteer; to Snowbird, TN. From Pulaski, VA; INT Pulaski 094° and South Boston, VA, 295° radials; South Boston; Raleigh-Durham, NC; Fayetteville, NC; to Grand Strand, SC.

* * * * *

V-143 [Amended]

From INT Barretts Mountain, NC, 124°T/130°M and Greensboro, NC, 228°T/231°M radials; Greensboro; Lynchburg, VA; Montebello, VA; INT Montebello 031° and Martinsburg, WV, 216° radials; Martinsburg; Lancaster, PA; Pottstown, PA; to Yardley, PA.

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V-259 [Amended]

From Grand Strand, SC; Florence, SC; Chesterfield, SC; to INT Chesterfield 314° and Fayetteville, NC, 267° radials.

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V-310 [Amended]

From Louisville, KY, to London, KY. From Greensboro, NC; INT Greensboro 105° and Raleigh-Durham, NC, 275° radials; Raleigh-Durham; Tar River, NC; to Elizabeth City, NC.

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V-364 [Amended]

From INT Barretts Mountain, NC, 197°T/203°M and Sugarloaf Mountain, NC, 087°T/089°M radials; to Sugarloaf Mountain.

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V-409 [Amended]

From INT Chesterfield, SC, 346°T/349°M and Liberty, NC, 228°T/231°M radials; Liberty; to Raleigh-Durham, NC.

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V-415 [Amended]

From Montgomery, AL, to INT Montgomery 029° and Gadsden, AL, 124° radials.

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V-454 [Amended]

From Brookley, AL; to Monroeville, AL. From INT Barretts Mountain, NC, 124°T/130°M and Liberty, NC, 253°T/256°M radials; to Liberty.

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V-605 [Amended]

From Spartanburg, SC, to INT Spartanburg 001°T/008°M radials and Barretts Mountain, NC, 241°T/247°M radials.

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Issued in Washington, DC, on July 20, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-14820 Filed 7-21-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF LABOR**Occupational Safety and Health Administration****29 CFR Parts 1910, 1915, 1917, 1918, 1926**

[Docket No. OSHA-2025-0016]

RIN 1218-AD65

Inorganic Arsenic

AGENCY: Occupational Safety and Health Administration (OSHA), Labor.

ACTION: Proposed rule; reopening of the rulemaking record.

SUMMARY: OSHA is providing an additional comment period to allow interested people to comment on OSHA's proposal to revise the Inorganic Arsenic standard. Following consideration of the rulemaking by OSHA's Advisory Committee on Construction Safety and Health (ACCSH), OSHA is re-opening the record for this rulemaking to provide an additional 30 days for public comment.

DATES: Written comments must be submitted on or before August 21, 2026.

ADDRESSES:

Written comments: You may submit comments and attachments, identified by Docket No. OSHA-2025-0016, electronically at www.regulations.gov, which is the Federal e-Rulemaking Portal. Follow the instructions online for making electronic submissions.

Instructions: All submissions must include the agency's name and the docket number for this rulemaking (Docket No. OSHA-2025-0016). When uploading multiple attachments to www.regulations.gov, please number all your attachments because www.regulations.gov will not automatically number the attachments. This will be very useful in identifying all attachments. For example, Attachment 1—title of your document, Attachment 2—title of your document, Attachment 3—title of your document. For assistance with commenting and uploading documents, please see the Frequently Asked Questions on www.regulations.gov.

All comments, including any personal information you provide, are placed in the public docket without change and may be made available online at www.regulations.gov. Therefore, OSHA cautions commenters about submitting information they do not want to make available to the public or submitting materials that contain personal information (either about themselves or others), such as Social Security Numbers and birthdates.

Docket: The docket for this rulemaking (Docket No. OSHA-2025-0016) is available at www.regulations.gov, the Federal eRulemaking Portal. Additional materials and information related to OSHA's consultation with the Advisory Committee on Construction Safety and Health (ACCSH) will be available at <https://www.osha.gov/advisorycommittee/acssh/minutes>. All comments and submissions are listed on the www.regulations.gov index; however, some information (e.g., copyrighted material) may not be publicly available to read or download through that website. All documents submitted to www.regulations.gov, including copyrighted material, are available for inspection through the OSHA Docket Office. Contact the OSHA Docket Office at (202) 693-2350 (TTY number: (877) 889-5627) for assistance in locating docket submissions.

Copies of this Federal Register Notice: Electronic copies of this **Federal Register** document are available at <http://www.regulations.gov>. This **Federal Register** notice, as well as news releases and other relevant information, is available on OSHA's web page at <http://www.osha.gov>.

FOR FURTHER INFORMATION CONTACT:

For press inquiries: Contact Frank Meilinger, Director, OSHA Office of Communications, U.S. Department of Labor; telephone: (202) 693-1999; email: OSHAComms@dol.gov.

For general information and technical inquiries: Contact Andrew Levinson, Director, Directorate of Standards and Guidance, Occupational Safety and Health Administration, U.S. Department of Labor; telephone: (202) 693-1950; email: osha.dsg@dol.gov.

SUPPLEMENTARY INFORMATION: On July 1, 2025, OSHA published a proposal to revise OSHA's Inorganic Arsenic standard (29 CFR 1910.1018) in order to reduce compliance burdens, allow for the use of more up-to-date technology, and improve the comprehensibility of the requirements for respiratory protection programs under the standard (90 FR 28267). Part of the intent of this proposal was also to better align this standard with OSHA's Respiratory Protection standard (29 CFR 1910.134). The comment period was scheduled to end on September 2, 2025, but was subsequently extended an additional 60 days to November 1, 2025, in response to requests from the public (90 FR 40545).

At the time of publication of the proposal, OSHA was in the process of appointing members to the Advisory Committee on Construction Safety and Health (ACCSH). OSHA stated in the proposal that it would present this proposed rule to ACCSH once that process was complete and would place the Committee's recommendations on the OSHA website and in the docket for this proposed rule to allow the public to provide comments on those recommendations. OSHA consulted with ACCSH on April 1 and May 19, 2026, and is now reopening the rulemaking record to allow for public comment for an additional 30 days. To read or download the ACCSH recommendations, comments, and other materials submitted in the docket, go to Docket No. OSHA-2025-0016 at www.regulations.gov. Additional materials and information related to OSHA's consultation with ACCSH will be available at <https://www.osha.gov/advisorycommittee/acssh/minutes>.

Authority and Signature

This document was prepared under the direction of David Keeling, Assistant Secretary of Labor for Occupational Safety and Health. It is issued under the authority of sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, and 657), 33 U.S.C. 941, 40 U.S.C. 3704, 5 U.S.C. 553, 29 CFR part 1911, and Secretary of