

within ETOPS range of that airport. Between 2003 and 2021, there were at least eleven commercial and military aircraft diversions that landed at MDY Airport. However, recent estimates indicate that MDY is currently used in ETOPS flight planning for tens of thousands of trans-Pacific flights annually across passenger, cargo, and military aircraft operations.

Part 121 air carriers to plan flight routes that include MDY as an ETOPS alternate airport, MDY must maintain compliance with the FAA's Part 139 airport certification requirements. If MDY (or any other airport) does not meet the FAA's Part 139 standards, the airport could not be used for ETOPS flight planning, and air carriers would be required to plan an alternate route of flight.

Aviation routes across the North-Central Pacific Ocean are also served by other ETOPS alternate airports, namely Wake Island Airfield (PAWK), Eareckson Air Station (PASY), and Marshall Islands International Airport (PKMJ). Of these airports, PAWK and PASY are owned and operated by the United States Department of War, and PKMJ is owned and operated by the Republic of the Marshall Islands Ports Authority.

Request for Comments: The FAA invites public comments from interested individuals, entities, and other parties on the following questions related to MDY Airport:

Operations

O1. Are there any routes (*i.e.*, city pairs) that would be particularly impacted by the loss of MDY as an ETOPS alternate airport? What are the likely impacts to those routes, and to the extent possible please quantify the impacts on these specific routes.

O2. What would be the impact on aircraft fuel consumption if MDY were no longer available as an ETOPS alternate airport? To the extent possible, please quantify these impacts on an annual basis.

Customers

C1. What would be the impact to customers (passengers or cargo) if MDY were no longer available as an ETOPS alternate airport? To the extent possible, please quantify these impacts on an annual basis using any applicable measurement such as time, cost, consumer choices, etc.

Authority: 49 U.S.C. 106(f).

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

Rebecca S. Cointin,

Deputy Assistant Administrator, Office of Policy and Strategic Engagement.

[FR Doc. 2026-14974 Filed 7-23-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Notice of the Establishment of the Arctic Shipping Federal Advisory Committee; Solicitation of Nominations for Membership

AGENCY: Maritime Administration (MARAD), U.S. Department of Transportation (DOT).

ACTION: Notice; solicitation of nominations for membership.

SUMMARY: DOT announces the establishment of the Arctic Shipping Federal Advisory Committee (ASFAC) and solicits nominations for membership to serve on the ASFAC.

DATES: Nominations for immediate consideration for appointment must be received on or before 5:00 p.m. on September 22, 2026. MARAD will continue to accept applications under this notice for a period of up to two years from the deadline to fill any vacancies that may arise. MARAD encourages nominations submitted any time before the deadline.

ADDRESSES: Email your application to matthew.fraterman@dot.gov, subject line: Arctic Shipping FAC Nomination; or via mail to Matthew Fraterman, Senior Transportation Trade Specialist, Maritime Administration, W23-323, 1200 New Jersey Avenue SE, Washington, DC 20590; please include your name, mailing address, and telephone number.

FOR FURTHER INFORMATION CONTACT: Matthew Fraterman at matthew.fraterman@dot.gov or 202-366-5774.

SUPPLEMENTARY INFORMATION: The William M. (Mac) Thornberry National Defense Authorization Act of 2021 required DOT, in coordination with the Departments of State, War, Commerce, and Homeland Security, to establish the ASFAC to provide policy information, advice, and recommendations on positioning the United States to take advantage of emerging opportunities for Arctic maritime transportation. The 17 members of the ASFAC will be charged with developing a report and set of policy recommendations intended to enhance the leadership role of the United States in improving the safety

and reliability of Arctic maritime transportation in accordance with customary international maritime law and existing Federal authority. With national security interests in mind, such policy recommendations will consider options to establish a U.S. entity that could perform the following seaway development functions:

- Construction, operation, and maintenance of current and future maritime infrastructure necessary for vessels transiting the Arctic Sea Routes, including potential new deep draft and deepwater ports.

- Provision of services that are not widely commercially available in the U.S. Arctic that would improve Arctic maritime safety and environmental protection, enhance Arctic maritime domain awareness, and support navigation and incident response for vessels transiting the Arctic Sea Routes.

- Establishment of rules of measurement for vessels and cargo to levy voluntary rates of charges or fees for services.

The ASFAC may also consider establishing a congressionally chartered seaway development corporation modeled on the Great Lakes St. Lawrence Seaway Development Corporation (formerly the Saint Lawrence Seaway Development Corporation). If it decides to do so, it should either develop recommendations for establishing such a corporation and a detailed implementation plan for establishing such an entity or document its rationale and/or alternatives for not recommending the establishment of such a corporation. In developing its report and recommendations, the ASFAC will engage with and solicit feedback from coastal communities, Alaska Native subsistence co-management groups, and Alaska Native tribes.

The ASFAC will operate in accordance with the provisions of the Federal Advisory Committee Act (5 U.S.C. ch. 10). Under Section 8426 of the FY 2021 NDAA, the ASFAC is authorized to operate for a term of 8 years from the date that it submits its first report to Congress. The ASFAC charter is subject to renewal every 2 years in accordance with FACA. The ASFAC is expected to meet twice a year. The advisory committee will meet at least once annually in Alaska; all other meetings will be held virtually (or in a hybrid forum that does not require additional use of Federal funds) unless otherwise required by law or approved by the Secretary.

I. Who should be considered for nomination as ASFAC members?

The Secretary seeks nominations for immediate consideration to fill nine positions on the ASFAC for the upcoming 2026–2028 Charter term and will continue to accept nominations under this notice on an ongoing basis for two years for consideration to fill vacancies that may arise during the charter term. Members of the following stakeholder groups will be selected in accordance with applicable Agency guidelines based on their ability to advise the Secretary on Arctic transportation issues:

A. Three Alaska Native Tribal members;

B. One individual representing Alaska Native subsistence co-management groups affected by Arctic maritime transportation;

C. One individual representing coastal communities affected by Arctic maritime transportation;

D. One individual representing vessels of the United States (46 U.S.C. 116) participating in the shipping industry;

E. One individual representing the marine safety community;

F. One individual representing the Arctic business community; and

G. One individual representing maritime labor organizations.

All appointments made under this Notice of Solicitation for Membership will serve for two-year terms and will not be eligible for more than two consecutive term appointments. Members will be designated as Special Government Employees (SGE) or Representative members, as appropriate. In general, SGEs are experts in their field who provide Federal advisory committees with their own best independent judgment based on their individual expertise. Representatives are members selected to represent a specific point of view held by a particular group, organization, or association.

Registered lobbyists are prohibited from serving on Federal Advisory Committees in their individual capacities. The prohibition does not apply if registered lobbyists are specifically appointed to represent the interests of a non-governmental entity, a recognizable group of persons, or nongovernmental entities (an industry sector, labor unions, environmental groups, etc.) or State or local governments.

II. Do ASFAC members receive compensation and/or per diem?

Committee members will not receive a salary for participating in ASFAC

activities. The advisory committee will meet at least once annually in Alaska; all other meetings will be held virtually (or in a hybrid forum that does not require additional use of Federal funds) unless otherwise required by law or approved by the Secretary. While attending meetings or when otherwise engaged in Committee business, members may be reimbursed for travel and per diem expenses as permitted under applicable Federal travel regulations. Reimbursement is subject to funding availability.

III. What is the process for submitting nominations?

Interested applicants should apply or self-apply or be nominated by any organization or individual. To be considered for the ASFAC, nominators should submit the following information:

A. Contact information for the nominee, consisting of:

1. Name;
2. Title;
3. Organization or Affiliation;
4. Address;
5. City, State, Zip Code;
6. Telephone number; and
7. Email address.

B. A statement of interest limited to 250 words on why the nominee wants to serve on the ASFAC, which membership category they wish to represent, and how they fit within that category to represent its stakeholders effectively. Cover letter content suggestions include, but are not limited to: your area(s) of expertise concerning Arctic shipping and/or Arctic seaway development; your familiarity or experience with the Arctic region or the marine transportation system generally; what you would bring to ASFAC as a representative of a community noted in the membership category list; leadership or professional experiences which you believe will contribute to the effectiveness of ASFAC; and the scope of your knowledge of stakeholders, users, or other groups with Arctic marine transportation system equities whose views and input you believe you can share with the panel;

C. A resumé or curriculum vitae limited to three pages, describing professional and academic expertise, experience, and knowledge, including any relevant experience serving on advisory committees;

D. An affirmative statement that the nominee is not a federally registered lobbyist seeking to serve on the ASFAC in their individual capacity, along with the identity of the interest or stakeholder group they would represent if appointed;

E. A brief statement confirming whether you would like your nomination package to remain in the application pool for future vacancies if not selected; and

F. Optional letters of support.

Please do not send company, trade association, organizational brochures, or any other promotional information. Materials submitted should total eight pages or less and must be in a 12-point font, formatted in Microsoft Word or PDF. Should more information be needed, departmental staff will contact the nominee, obtain information from the nominee's past affiliation, or obtain information from publicly available sources.

If you are interested in applying to become a member of the ASFAC, send a completed application package by email or mail as provided in the **ADDRESSES** section listed above.

IV. How will ASFAC members be selected?

Members will be appointed by the Secretary of Transportation. A selection team comprising Federal agency representatives will review the application packages. The selection team will make recommendations regarding membership to the Secretary based on the following criteria: (1) professional or academic expertise, experience, and knowledge; (2) stakeholder representation; (3) availability and willingness to serve; and (4) relevant experience in working in committees and advisory panels. Nominations are open to all individuals without regard to race, color, religion, sex, national origin, age, mental or physical disability, marital status, or sexual orientation.

(Authority: 5 U.S.C. 552b; 5 U.S.C. Ch. 10; 49 U.S.C. 303a note; 41 CFR part 102–3; 49 CFR 1.93(a).)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2026–14962 Filed 7–23–26; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2025–0096]

Deepwater Port License Application: ST LNG Deepwater Port Development Project—Final Public Hearing

AGENCY: Maritime Administration, U.S. Department of Transportation.

ACTION: Notice of final public hearing.