

Aviation Consumer Protection Advisory Committee
 Arctic Shipping Federal Advisory Committee
 Aircraft Noise Advisory Committee
 Air Carrier Access Act Advisory Committee

5. Justification That the Information or Advice Provided by the Federal Advisory Committee or Subcommittee Is Not Available From Another Federal Advisory Committee, Another Federal Government Source, or Any Other More Cost-Effective and Less Burdensome Source

TRACS, established by the Secretary in 2009 as a Federal Advisory Committee in accordance with the Federal Advisory Committee Act (FACA), provides information, advice, and recommendations to the Secretary and the FTA Administrator on matters relating to the safety of public transportation systems and reducing the safety risk to both riders and transit workers. The Committee is FTA's only Federal advisory committee and its recommendations and advice are critical to FTA's work on public transportation safety and cannot be obtained through another federal advisory committee or Federal Government source. Its work is unique, the most cost effective and least burdensome source.

6. If the Consultation is a Committee Renewal, a Summary of the Previous Accomplishments of the Committee and the Reasons It Needs To Continue

Since its inception, TRACS has submitted 16 reports to FTA with recommendations and advice on safety-related matters critical to the public transportation industry. The Committee works cooperatively and collaboratively to address transit safety and other issues by identifying the best solutions based on agreed upon facts and identifying proposed regulatory provisions to implement those solutions. The Committee has provided more than 100 recommendations covering broad topics such as improving safety culture and implementation of Safety Management Systems, and highly specialized topics such as effective employee reporting systems, fitness for duty programs, and fatigue management safety issues. To date, FTA has implemented more than 30 TRACS recommendations. TRACS is the most essential source for the transit industry's perspective related to public transportation safety and security; and its work is critical to the Federal Transit Administration's work on safety and security.

7. Explanation of Why the Committee/ Subcommittee Is Essential to the Conduct of Agency Business

TRACS is essential to the conduct of FTA's business related to safety. It exists at the discretion of the Secretary, the Administrator, or their designees and TRACS can undertake information-gathering activities as necessary to carry out its taskings, to define issues for consideration by the Committee, to develop positions on those issues, and to present the Committee's positions to the Administrator and the Secretary. Additionally, TRACS is essential to FTA business due to its ability to provide information, advice, and recommendations related to taskings from the Administrator. More importantly, TRACS is essential for its ability to independently evaluate economic, technological, and institutional developments related to transit safety and then submit its recommendations to the Administrator on innovative ideas and approaches for Federal policies and programs. The Administrator and the Secretary can select and implement from among the numerous recommendations made by TRACS.

In conclusion, this public interest determination documents that renewing the committee is in the public interest, essential to the conduct of agency business, and that the information to be obtained is not already available through another advisory committee or source within the Federal Government. (Authority: 49 U.S.C. 5329; 49 CFR 1.91)

Jamie D. Pfister,

Acting Executive Director.

[FR Doc. 2026–20306 Filed 10–2–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA–2026–0133]

Notice of Buy America Waiver for North County Transit District DMU Replacement Parts

AGENCY: Federal Transit Administration, Department of Transportation (“DOT”).

ACTION: Notice of Buy America waiver.

SUMMARY: The Federal Transit Administration (“FTA”) is granting a waiver of Buy America domestic preferences for North County Transit District (“NCTD”) to procure certain replacement parts for twelve Siemens Desiro series diesel multiple unit (“DMU”) vehicles.

DATES: The waiver is applicable on October 5, 2026.

FOR FURTHER INFORMATION CONTACT: Jaamal Jennings, FTA Attorney-Advisor, Jaamal.Jennings@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

With certain exceptions, Buy America prohibits FTA from obligating funds for a project unless the steel, iron, manufactured goods, and construction materials used in the project are produced in the United States. 49 U.S.C. 5323(j); Public Law 117–58, 70914. FTA may waive Buy America requirements for a product if, among other reasons, a compliant version of an item is not produced in a sufficient and reasonably available amount or is not of a satisfactory quality. *See* 49 U.S.C. 5323(j)(2)(B). FTA cannot deny a request for a waiver unless it can provide the waiver requester with a written certification that (1) the item is produced in the United States in a sufficient and reasonably available amount; (2) the item produced in the United States is of a satisfactory quality; and (3) FTA's certification includes a list of known manufacturers in the United States from which the item can be obtained. *See* 49 U.S.C. 5323(j)(6)(A).

North County Transit District (“NCTD”) is the owner and operator of the Sprinter light rail service, which runs 22 miles from Oceanside to Escondido in San Diego County, California, with 15 passenger stations. The fleet consists of 12 Siemens Desiro series DMUs procured in 2003 pursuant to a previous Buy America waiver. On April 10, 2025, NCTD issued a solicitation for 27 kinds of replacement parts for the DMUs. A single bidder responded, representing it could comply with Buy America for 12 of the parts specified in the RFP and could not comply for 15 other parts. Following the RFP, NCTD submitted a supplier scouting opportunity (scouting number 2025–368) through the National Institute of Standards and Technology Manufacturing Extension Partnership (“NIST–MEP”) in compliance with Section 70916(c) of the Build America, Buy America Act (Pub. L. 117–58, November 15, 2021). NIST–MEP identified no manufacturer matches for the opportunity. FTA had previously waived the Buy America requirements for certain replacement parts for the DMU vehicles in 2016. 81 FR 89570 (Dec. 12, 2016).

Proposed Waiver and Request for Comments

On June 30, 2026, FTA published in the **Federal Register** a request for

comments on a proposal to waive Buy America for the specific replacement parts not produced in the United States.¹

Response to Comments

FTA received no comments on its proposed waiver during the 15-day comment period.

Finding on Waiver

FTA finds that the replacement parts identified in FTA's June 30, 2026, notice of proposed waiver are not produced in the United States in a sufficient and reasonably available amount or of a satisfactory quality. Accordingly, FTA is granting the waiver as proposed in FTA's June 30 notice.

Matthew B. Cahill,

Acting Deputy Administrator.

[FR Doc. 2026-20358 Filed 10-2-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2016-0023]

Extension of a Previously Approved Collection: Public Charters, 14 CFR Part 380

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Department of Transportation (DOT) invites the general public, industry and other governmental parties to comment on Public Charters, 14 CFR part 380. The pre-existing information collection request was previously approved by the Office of Management and Budget (OMB).

DATES: Written comments should be submitted by December 4, 2026.

ADDRESSES: You may submit comments [identified by DOT-DMS Docket No. DOT-OST-2016-0023] through one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 1-202-493-2251.
- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building, Room W58-213, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Reather Flemmings (202-366-1865) and

Mr. Brett Kruger (202-366-8025), Office of the Secretary, Office of International Aviation, U.S. Air Carrier Licensing/Special Authorities Division-X44, 1200 New Jersey Ave. SE, Washington, DC, 20590.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2106-0005.

Title: Public Charters, 14 CFR part 380.

Form Numbers: 4532, 4533, 4534, 4535.

Type of Review: Extension of a Previously Approved Collection: The current OMB inventory has not changed.

Abstract: 14 CFR part 380 establishes regulations embodying the Department's terms and conditions for Public Charter operators to conduct air transportation using direct air carriers. Public Charter operators arrange transportation for groups of people on chartered aircraft. This arrangement is often less expensive for the travelers than individually buying a ticket. Part 380 exempts charter operators from certain provisions of the U.S. code in order that they may provide this service. A primary goal of Part 380 is to seek protection for the consumer. Accordingly, the rule stipulates that the charter operator must file evidence (a prospectus—consisting of OST Forms 4532, 4533, 4534, 4535, and supporting financial documents) with the Department for each charter program certifying that it has entered into a binding contract with a direct air carrier to provide air transportation and that it has also entered into agreements with Department-approved financial institutions for the protection of charter participants' funds. The prospectus must be accepted by the Department prior to the operator's advertising, selling or operating the charter. If the prospectus information were not collected it would be extremely difficult to assure compliance with agency rules and to assure that public security and other consumer protection requirements were in place for the traveling public. The information collected is available for public inspection (*unless the respondent specifically requests confidential treatment*). Part 380 does not provide any assurances of confidentiality.

Burden Statement: Completion of all forms in a prospectus can be accomplished in approximately two hours (30 minutes per form) for new filers and one hour for amendments (existing filings). The forms are simplified and request only basic information about the proposed programs and the private sector filer.

The respondent can submit a filing to operate for up to one year and include as many flights as desired, in most cases. If an operator chooses to make changes to a previously approved charter operation, then the operator is required by regulations to file revisions to its original prospectus.

Respondents: Private Sector: Air carriers; tour operators; the general public (including groups and individuals, corporations and Universities or Colleges, etc.).

Number of Respondents: 154.

Number of Responses: 1,418.

Total Annual Burden: 891.

Frequency of Responses:

154 (respondents) × 4 = 616

401 (amendments from the same respondents) × 2 = 802

Total estimated responses: 616 + 802 = 1,418

The frequency of response is dependent upon whether the operator is requesting a new program or amending an existing prospectus. Variations occur due to the respondents' criteria. On average four responses (forms 4532, 4533, 4534 and/or 4535) are required for filing new prospectuses and two of the responses (forms) are required for amendments. The separate hour burden estimate is as follows:

Total Annual Burden: 709 hours.

Approximately 1,418 (responses) × 0.50 (per form) = 709.

Public Comments Invited: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information collection; and (d) ways to minimize the burden of the collection of information on respondents, by the use of electronic means, including the use of automated collection techniques or other forms of information technology. All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC, on October 1, 2026

Brett D. Kruger,

Assistant Director for Regulatory Affairs, Office of International Aviation.

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¹ 91 FR 39665.