

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2026–11257; Summary Notice No. 2026–28]

Petition for Exemption; Summary of Petition Received; POWRACHUTE, LLC

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

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before October 26, 2026.

ADDRESSES: Send comments identified by docket number FAA–2026–11257 using any of the following methods:

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

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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

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 <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time.

Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Nondie Hemphill, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2026–11257.

Petitioner: POWRACHUTE, LLC.

Section(s) of 14 CFR Affected:

§§ 21.181(a)(3)(i), 21.190(d)(5), 21.191(k), 21.193(h)(4), 22.100(a)(7).

Description of Relief Sought: The petitioner, POWRACHUTE, LLC, requests a time-limited exemption to permit newly manufactured POWRACHUTE aircraft to receive and retain special airworthiness certificates in the light-sport category, and to allow qualifying kit-built powered parachutes to obtain experimental airworthiness certificates under § 21.191(k). The requested relief would apply during the interim period preceding the FAA's acceptance of the corrected American Society for Testing and Materials (ASTM) powered parachute integration standard.

[FR Doc. 2026–20528 Filed 10–6–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on a Land Release Request for Disposal of Surplus Airport Property at the Santa Maria Public Airport, Santa Maria, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The FAA is considering a request from the Santa Maria Public Airport District to waive the requirement that 35 (+/–) acres of surplus airport property located at the Santa Maria Public Airport in Santa Maria, California, from the requirement that it be used for aeronautical purposes. The release, if approved, would allow the property to be sold at

Fair Market Value (FMV) for compatible non-aeronautical use.

DATES: Comments must be received on or before November 6, 2026.

ADDRESSES: Documents are available for review at the Santa Maria Public Airport District, 3217 Terminal Dr., Santa Maria, CA 93455 and the FAA Los Angeles Airports District Office, 777 S Aviation Blvd., Ste. 150, El Segundo, CA 90245. Written comments on the Sponsor's request must be emailed to cathryn.g.cason@faa.gov or delivered to: Los Angeles Airports District Office, Attn: Cathryn Cason, Manager, 777 S Aviation Blvd., Ste. 150, El Segundo, CA 90245.

FOR FURTHER INFORMATION CONTACT: Matt DeCubellis, Compliance Specialist, Western-Pacific Regional Office, 777 S Aviation Blvd., Ste. 150, El Segundo, CA 90245, matthew.p.decubellis@faa.gov, 813–928–3406.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule on this request to waive the terms and conditions of federally conveyed property and invites public comment on the request to release property for disposal at the Santa Maria Airport (SMX), 3217 Terminal Dr., Santa Maria, CA 93455, under the provisions of 49 U.S.C. 47153(c). The FAA determined that the request to release property at the Santa Maria Public Airport (SMX) meets the procedural requirements of the Federal Aviation Administration and the release of this property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The request consists of the following:

The Santa Maria Public Airport District has requested the release and disposal (sale) of approximately 35 (+/–) acres of surplus airport property. The subject property is part of a larger 580.59-acre tract conveyed to the County of Santa Barbara by Quitclaim Deed dated November 30, 1949, from the United States of America, acting through the Federal Farm Mortgage Corporation, pursuant to the Federal Property and Administrative Services Act of 1949 and the Surplus Property Act of 1944. The purpose of the requested release and disposal is to sell the property for Fair Market Value (FMV) for airport purposes including aeronautical improvements and maintenance while relieving the airport sponsor of financial obligations tied to the subject property.

Authority for the Policy: This notice and intent to release the subject property is published under the

authority described in 49 U.S.C. 47153(a), (c).

Issued in Los Angeles, CA.

Cathryn Cason,

Manager, Los Angeles Airports District Office.

[FR Doc. 2026–20492 Filed 10–6–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–2080]

Agency Information Collection Activities; New Information Collection: Hours of Service of Drivers; Pilot Program To Allow Commercial Drivers To Split Sleeper Berth Time

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the Federal Motor Carrier Safety Administration (FMCSA) announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval and invites public comment. This notice invites comments on a proposed information collection titled *Hours of Service of Drivers: Pilot Program to Allow Commercial Drivers to Split Sleeper Berth Time*. This research study will collect data on commercial motor vehicle (CMV) drivers to examine whether more-flexible sleeper berth (FSB) options improve the working conditions and quality of life of America's truck drivers and result in an equivalent or greater level of safety relative to operations under the current regulations. Approximately 256 CMV drivers will provide data in the study. The study will provide FMCSA with data to examine driver fatigue and driving performance while operating under current hours of service (HOS) regulations and while operating under FSB exemptions.

DATES: Comments on this notice must be received on or before December 7, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2026–2080 using any of the following methods:

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

- **Mail:** Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

- **Fax:** (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Samuel White, Research Division, DOT, FMCSA, 1200 New Jersey Avenue SE, West Building, 6th Floor, Washington, DC 20590–0001; 202–366–3068; Samuel.White@dot.gov.

SUPPLEMENTARY INFORMATION:

Instructions

All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Public Participation and Request for Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2026–2080), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-2080/document>, click on this notice, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

Background

HOS is a high-priority topic for FMCSA. Addressing driver fatigue, which is a serious safety concern for our nation's truck drivers and those who share the road with them, is at the heart of HOS regulations. Previous research has shown that driver fatigue is associated with an increased risk of being involved in a safety-critical event and may be involved in over 30 percent of fatal CMV crashes. As a result, the HOS regulations are designed to limit the number of driving hours within a 24-hour period and across a 7- or 8-day window. Additionally, the HOS regulations include some flexibility for drivers using a sleeper berth.

As described in Title 49 of the Code of Federal Regulations (CFR) 395.1(g)(1), a driver who operates a property-carrying CMV who uses the sleeper berth to obtain the off-duty time required by § 395.3(a)(1) must accumulate at least 10 hours of off-duty time before starting a work shift. The 10 hours may either be accumulated consecutively, or alternatively, split into one consecutive period of at least 7 hours in the sleeper berth and a second period of at least 2 consecutive hours of time in the sleeper berth, off-duty time, or any combination thereof, provided that the total of the periods is at least 10 hours. In practice, this allows drivers to choose between a “7/3” split or an “8/2” split of sleeper berth time, or any gradation in between.

While regulations that provide a prescriptive scope on a truck driver's workday are essential, they may be viewed as onerous in some circumstances. HOS provisions that allow CMV drivers to split sleeper berth time in more flexible ways may be a viable option to improve or sustain driver alertness while giving drivers greater operational flexibility. In fact,