

scheduling dynamics occurring between the two largest carriers at the airport.⁸

On July 14, 2026, FAA extended the April 2026 Order through the end of the Summer 2027 scheduling season, October 30, 2027.⁹ This determination was made as airport construction and adjustments on the airfield would continue through the Summer 2027 scheduling season. Carriers are reminded that FAA approval for runway access is separate from the approval process for gates or other airport infrastructure and both are essential for success at ORD. FAA expects that all carriers operating at ORD will respect the scheduling limits and work cooperatively with FAA in order to avoid unacceptable delays and other adverse operational impacts at the airport.

Issued in Washington, DC, on October 6, 2026.

Gianfranco Burdthimo II,

Acting Deputy Vice President, System Operations Services.

[FR Doc. 2026-20784 Filed 10-7-26; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2026-1090]

Agency Information Collection Activities: Notice of Request for an Extension of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for extension of currently approved information collection.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for an extension of an existing information collection that is summarized below under

SUPPLEMENTARY INFORMATION. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by December 8, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 1090 by any of the following methods:

Website: For access to the docket to read background documents or

comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

WANG, Shuqing, Office of Administration, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Travel Monitoring Analysis System (TMAS).

OMB Control: 2125-0587.

Background: 23 U.S. Code § 150 National Goals and Performance Management Measures requires the U.S. D.O.T. to establish a performance management system for its Federal-aid highway program. The Federal Highway Administration, U.S. D.O.T. promulgated the performance management via 23 CFR 490: National Performance Management Measures. Traffic data, including volume (of vehicles and travelers), classification (types of vehicles), weight (weight of vehicles), and travel time (speed), are parameters the performance management program relies upon.

The FHWA is planning to continue collecting these traffic data under the TMAS process. The information will continue to be used by the FHWA and other D.O.T. agencies to manage its Federal-aid highway program through the performance management mechanism, evaluate changes in vehicular and nonmotorized travel in order to assess impacts on highway safety, analyze the role of travel in economic development and productivity, assess impacts and demands from truck travel, and maintain and improve our Nation's mobility while protecting the human and natural environment. To carry out the data collection, the FHWA will be requesting that State Departments of Transportations (SDOTs) continue to provide traffic volume, vehicle classification, vehicle speed, vehicle

weight data, and nonmotorized data, which SDOTs collect as part of states' traffic monitoring programs.

States and local governments collect nonmotorized volume data and motorized traffic volume, vehicle classification, vehicle speed, and vehicle weight data throughout the year using various detection devices. These data allow transportation professionals at the Federal, State, and local levels to make informed decisions on projects, programs, plans, and policies.

Respondents: 52 D.O.T.s, including all States, the District of Columbia and Puerto Rico.

Frequency: Monthly.

Estimated Average Burden per Response: Under the Intermodal Surface Transportation Efficiency Act, the Transportation Equity Act for the 21st Century, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, all SDOTs have established their statewide traffic monitoring system (T.M.S.). This T.M.S. system enables the collection of traffic data in a continuous manner. The burden for the data to be submitted to the TMAS rests with data transmission and data quality checks. The estimated average monthly burden for the States and the District of Columbia and Puerto Rico is 4.16 hours for an annual burden of 50 hours per agency. In addition, to further reduce the burden for data submittal to TMAS due to data file size issues and transmission issues, the TMAS system can accept data submitted in a weekly or biweekly manner (reduced file size) at each SDOT's choice. To further reduce the reporting burden, there is no size limit to the monthly data submittals in TMAS.

Estimated Total Annual Burden Hours: 2,600.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, 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.

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

⁸ Operating Limitations at Chicago O'Hare International Airport, Order Establishing Scheduling Limits, 91 FR 21071 (April 20, 2026), as amended on April 27, 2026, 91 FR 22573.

⁹ 91 FR 43144 (July 14, 2026).

Issued on: October 6, 2026.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2026–20718 Filed 10–8–26; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0958]

Parts and Accessories Necessary for Safe Operation; Application for Exemption From Aurora Operations, Inc (USDOT #341156)

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

ACTION: Notice of final disposition; grant of application for exemption.

SUMMARY: FMCSA announces its decision to grant a limited five-year exemption to Aurora Operations, Inc. (Aurora) and other motor carriers operating Level 4 automated driving system (ADS)-equipped commercial motor vehicles (CMVs), with prior notice to FMCSA, from compliance with the warning device placement requirements, the steady-burning lamp requirements, and the requirements for the types and number of warning devices. This exemption permits motor carriers to use cab-mounted warning beacons in lieu of traditional warning devices on Level 4 ADS-equipped CMVs. The Agency has determined that granting the exemption would likely achieve a level of safety equivalent to or greater than the level of safety provided by the regulation.

DATES: The exemption is effective October 7, 2026 and expires October 7, 2031.

FOR FURTHER INFORMATION CONTACT: Mr. Vinay Nagabhushana, Vehicle and Roadside Operations Division, Office of Carrier, Driver and Vehicle Safety Standards; MCPSV@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2026-0958/document> and choose the document to review. To view comments, click this notice, then click “Document Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in the DOT West Building, 1200 New Jersey Avenue SE,

W58–213, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSR). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant’s safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision(s) from which the exempted party will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulatory Requirements

Aurora requests an exemption from certain FMCSR related to requirements for placing warning devices around a stopped CMV, requirements that exterior lamps be steady burning, and requirements that specific types of warning devices be used. Section 392.22(b) of the FMCSR requires the driver of a CMV stopped on the traveled portion or shoulder of a road for any cause other than a necessary traffic stop to activate hazard warning signal flashers and place required warning devices as soon as possible, but within ten minutes, at specified locations behind and in front of the stopped CMV. Section 392.22(b) also specifies placement of warning devices in certain circumstances, such as during daylight hours, or where devices may be obstructed from view (e.g., when stopped within 500 feet of a curve or the crest of a hill).

Section 393.25(e) of the FMCSR requires that all exterior lamps be steady burning, with exceptions not relevant here.

Section 393.95(f) of the FMCSR specifies the types and number of warning devices to be used for stopped vehicles, namely three bidirectional emergency reflective triangles or at least six fusees. The reference to three liquid-burning flares was removed by a final rule published on February 19, 2026 (91 FR 7867). Other warning devices may be used in addition to required devices, as long as they do not reduce the effectiveness of required devices.

Applicant’s Request

Aurora’s application for exemption was described in detail in a **Federal Register** notice published on April 15, 2026 (91 FR 20252) and will not be repeated as the facts have not changed.

IV. Public Comments

FMCSA received a total of 402 comments in response to Aurora’s application. Commenters who support the exemption include the Montana Trucking Association; the Nevada Trucking Association; the Texas Trucking Association; the Autonomous Vehicle Industry Association (AVIA); the Association of Uncrewed Vehicle Systems International (AUVSI); the National Association of Manufacturers; the American Trucking Associations (ATA); the Intelligent Transportation Society of America (ITS America); Stack AV; Hirschbach Motor Lines LLC; Kodiak AI; International Motors and PlusAI; Gatik AI; Uber Technologies Inc.; Waymo LLC; Torc Robotics; Amazon; TechNet; Volvo Group North America (Volvo); the Consumer Technology Association (CTA); C.R. England Trucking; the Allegheny Conference on Community Development; the Bay Area Council; the Chamber of Progress; the Arizona Technology Council; Safety21, the U.S. Department of Transportation National University Transportation Center for Safety led by Carnegie Mellon University; DriveOhio; and the National Fraternal Order of Police.

Comments in support of the exemption cite the need for continued development of automated technologies and highlight the safety benefits of eliminating the requirement for a human to exit the vehicle to place warning devices under potentially hazardous roadway and traffic conditions. AUVSI supports granting the exemption to all Level 4 ADS-equipped CMV operators, conditioned on prior FMCSA notification, to allow the industry to innovate. AUVSI asserts that granting the exemption would acknowledge the reality that it is impossible for a driverless truck to place warning triangles on the roadway.