

Applicants state the proposed transaction is not expected to result in any material increase in the fixed charges associated with the operations of the Target Carriers. (Appl. 10.) The transaction, therefore, is not expected to impose fixed charges that could adversely affect the provision of transportation services or the financial condition of the carriers involved. (*Id.*)

Because the Target Carriers will continue providing transportation services under their existing customer contracts following the transaction, Applicants expect the Target Carriers to continue requiring substantially the same workforce to support those operations. (*Id.* at 11.) Applicants state that they have no current plans to reduce employee staffing levels as a result of the proposed transaction, (*id.*), and anticipate offering employment to substantially all of the Target Carriers' existing employees, (Competition Suppl. 7–8).

Based on Applicants' representations, the Board finds that the proposed transaction, as described in the application as supplemented, is consistent with the public interest. The application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. See 49 CFR 1182.6. If no opposing comments are filed by expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at www.stb.gov.

It is ordered

1. The transaction is approved and authorized, subject to the filing of opposing comments.

First Student's Connecticut customers consist of school transportation contracts with West Hartford, New Haven, Bethel, Bolton, Easton-Redding-Region 9, Montville/Killingly, Lisbon, Watertown, Weston, Norwich, and Bozrah, many of which are located outside Autumn's primary Greater Hartford service area. First Student and Autumn serve distinct customer bases in Connecticut, with the only overlap among the customers served by each company being [Capital Region Education Council] (CREC) . . . where First Student operates as a direct contractor and Autumn subcontracts to another provider with a contract with CREC, so the parties have not bid directly against each other for CREC work.

(Competition Suppl. 4.) Applicants state that any overlap is limited and they describe the school transportation market in the Connecticut area as highly competitive. (*Id.* at 4–5.)

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective on November 24, 2026, unless opposing comments are filed by November 23, 2026. If any comments are filed, First Student may file a reply by December 8, 2026.

4. *A copy of this notice will be served on:* (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: October 7, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2026–20783 Filed 10–8–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Summer 2027 Scheduling Season

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

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, FAA announces the submission deadline of October 16, 2026, for Summer 2027 flight schedules at Chicago O'Hare International Airport (ORD), John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO).

DATES: Schedules should be submitted by October 16, 2026.

ADDRESSES: Schedules may be submitted to the Slot Administration Office by email to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Manager, Slot Administration and Capacity Analysis, AJR–G, Federal Aviation Administration, 800 Independence Avenue SW, Washington,

DC 20591; telephone (202) 267–2822; email Al.Meilus@faa.gov.

SUPPLEMENTARY INFORMATION: This document provides routine notice to carriers serving capacity-constrained airports in the United States, including ORD, JFK, LAX, EWR, and SFO. In particular, this notice announces the deadline for carriers to submit schedules for the Summer 2027 scheduling season.

General Information for All Airports

FAA has designated JFK as an IATA Level 3 airport consistent with the Worldwide Slot Guideline (WSG).¹ FAA currently limits scheduled operations at JFK by Order that expires on October 28, 2028.²

FAA has designated EWR, LAX, ORD, and SFO as IATA Level 2 airports³ subject to a schedule review process premised upon voluntary cooperation. The Summer 2027 scheduling season is from March 28, 2027, through October 30, 2027, in recognition of the IATA Summer scheduling period.

FAA is primarily concerned about scheduled and other regularly conducted commercial operations during designated hours, but carriers may submit schedule plans for the entire day. The designated hours for the Summer 2027 scheduling season are as follows:

- For EWR and JFK, from 0600 to 2300 Eastern Time (1000 to 0300 UTC);
- For LAX and SFO, from 0600 to 2300 Pacific Time (1300 to 0600 UTC); and
- For ORD, from 0600 to 0000 Central Time (1100 to 0500 UTC).

These hours are unchanged from previous scheduling seasons except for ORD.⁴

Carriers should submit schedule information in sufficient detail

¹ FAA generally applies the WSG to the extent there is no conflict with U.S. law or regulation. FAA recognizes the WSG has been replaced by the Worldwide Airports Slot Guidelines (WASG). The currently effective version of the WASG is edition 4, effective August 1, 2025. However, despite several updates to the guidelines, FAA generally applies its predecessor, the WSG, edition 9, to the extent there is no conflict with U.S. law or regulation. The WASG is published jointly by Airports Council International-World, IATA, and the Worldwide Airport Coordinators Group (WWACG). While FAA is considering whether to implement certain changes to the Guidelines in the United States, it will continue to apply WSG edition 9.

² Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008), as most recently extended, 91 FR 37769 (June 23, 2026). The slot coordination parameters for JFK are set forth in this Order.

³ These designations remain effective until FAA announces a change in the **Federal Register**.

⁴ Previously, designated hours at ORD were from 0600 to 2100 Central Time (1100 to 0200 UTC).

including, at minimum, the marketing or operating carrier, flight number, scheduled time of operation, frequency, aircraft equipment, and effective dates. IATA standard schedule information format and data elements for communications at Level 2 and Level 3 airports in the IATA Standard Schedules Information Manual (SSIM) Chapter 6 may be used. The WSG provides additional information on schedule submissions at Level 2 and Level 3 airports. Some carriers at JFK manage and track slots through FAA-assigned Slot ID numbers corresponding to an arrival or departure slot in a particular half-hour on a particular day of the week and date. FAA has a similar voluntary process for tracking schedules at EWR with Reference IDs, and certain carriers are managing their schedules accordingly. The primary users of IDs are U.S. and Canadian carriers that have the highest frequencies and considerable schedule changes throughout the season, and can benefit from a simplified exchange of information not dependent on full flight details. Carriers are encouraged to submit schedule requests at those airports using Slot or Reference IDs.

As stated in the WSG schedule facilitation at a Level 2 airport is based on the following: (1) Schedule adjustments are mutually agreed upon between the carriers and the facilitator; (2) the intent is to avoid exceeding the airport's coordination parameters; (3) the concepts of historic precedence and series of slots do not apply at Level 2 airports, although WSG recommends giving priority to approved services that plan to operate unchanged from the previous equivalent season at Level 2 airports; and (4) the facilitator should adjust the smallest number of flights by the least amount of time necessary to avoid exceeding the airport's coordination parameters. Consistent with the WSG, the success of Level 2 in the United States depends on the voluntary cooperation of carriers.

FAA considers several factors and priorities that are consistent with the WSG as it reviews schedule and slot requests at Level 2 and Level 3 airports, including (1) historic slots or services from the previous equivalent season over new demand for the same timings; (2) services that are unchanged over services that plan to change time or other capacity relevant parameters; (3) introduction of year-round services; (4) effective period of operation; (5) regularly planned operations over *ad hoc* operations; and (6) other operational factors that may limit a carrier's timing flexibility.

FAA seeks to maintain close communications with carriers and terminal schedule facilitators on potential runway schedule issues or terminal and gate issues that may affect the runway times. In addition to applying these priorities from the WSG, the U.S. Government has adopted a number of measures and procedures to promote competition and new entry at U.S. slot-controlled and schedule-facilitated airports.

Slot management in the United States differs in some respects from procedures in other countries. In the United States, FAA is responsible for facilitation and coordination of runway access for takeoffs and landings at Level 2 and Level 3 airports; however, the airport authority or its designee is responsible for facilitation and coordination of terminal/gate/airport facility access. The process with the individual airports for terminal access and other airport services is separate from, and in addition to, FAA schedule review based on runway capacity.

Generally, FAA uses average hourly runway capacity throughput for airports and performance metrics in conducting its schedule review at Level 2 airports and determining the scheduling limits at Level 3 airports included in FAA rules or orders.⁵ FAA also considers other factors that can affect operations, such as capacity changes due to runway, taxiway, or other airport construction, air traffic control procedural changes, airport surface operations, and historical or projected flight delays and congestion.

Finally, FAA notes that the schedule information submitted by carriers to FAA may be subject to disclosure under the Freedom of Information Act (FOIA). The WSG also provides for release of information at certain stages of slot coordination and schedule facilitation. In general, once it acts on a schedule submission or slot request, FAA may release information on slot allocation or similar slot transactions, or schedule information reviewed as part of the schedule facilitation process. FAA does not expect that practice to change, and most slot and schedule information

⁵ FAA typically determines an airport's average adjusted runway capacity or typical throughput for Level 2 airports by reviewing hourly data on the arrival and departure rates that air traffic control indicates could be accepted for that hour, commonly known as "called" rates. FAA also reviews the actual number of arrivals and departures that operated in the same hour. Generally, FAA uses the higher of the two numbers, called or actual, for identifying trends and schedule review purposes. Some dates are excluded from analysis, such as during periods when extended airport closures or construction could affect capacity.

would not be exempt from release under FOIA. FAA recognizes that some carriers may submit information on schedule plans that are both customarily and actually treated as private. Carriers that submit such confidential schedule information should clearly mark the information, or any relevant portions thereof, as proprietary information ("PROPIN"). FAA will take the necessary steps to protect properly designated information to the extent allowable by law.

EWR General Information

FAA issued a Final Order (June 2025 Order) on June 10, 2025, limiting operations at EWR due to elevated delays and operational disruptions caused by air traffic controller staffing challenges, construction, congestion, and telecommunication issues.

On September 29, 2025, FAA issued an extension of the June 2025 Order through the end of the Summer 2026 scheduling season and increased the hourly operating limitations from 68 to 72.⁶ The staffing challenges persisted throughout the summer and could not be resolved prior to the start of the Winter 2025/2026 scheduling season or by the close of the Summer 2026 scheduling season.

On June 23, 2026, FAA extended the existing operating limitations at EWR through the end of the Summer 2027 scheduling season, October 30, 2027.⁷ This determination was made as staffing levels for Area C of the Philadelphia TRACON (PHL), which manages EWR, remain level and will not increase significantly prior to the start of 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 EWR. FAA expects that all carriers operating at EWR will respect the scheduling limits and work cooperatively with FAA in order to avoid unacceptable delays and other adverse operational impacts at the airport.

ORD General Information

FAA issued a Final Order (April 2026 Order) on April 20, 2026, limiting operations at ORD due to elevated delays and operational disruptions caused by factors such as airport construction and competitive

⁶ www.federalregister.gov/documents/2025/09/29/2025-18871/operating-limitations-at-newark-liberty-international-airport.

⁷ <https://www.federalregister.gov/documents/2026/06/23/2026-12589/operating-limitations-at-newark-liberty-international-airport>.

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 Burdhamo II,

Acting Deputy Vice President, System Operations Services.

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

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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).