

SUMMARY: This notice lists Grandfathering Registration for projects by the Susquehanna River Basin Commission during the period set forth in **DATES**.

DATES: September 1–30, 2026.

ADDRESSES: Susquehanna River Basin Commission, 4423 North Front Street, Harrisburg, PA 17110–1788.

FOR FURTHER INFORMATION CONTACT: Jason E. Oyler, General Counsel and Secretary to the Commission, telephone: (717) 238–0423, ext. 1312; fax: (717) 238–2436; email: joyler@srbc.gov. Regular mail inquiries may be sent to the above address.

SUPPLEMENTARY INFORMATION: This notice lists GF Registration for projects, described below, pursuant to 18 CFR part 806, subpart E, for the time period specified above:

1. Mars Wrigley Confectionery US, LLC—Elizabethtown Plant, GF Certificate No. GF–201903027, Elizabethtown Borough, Lancaster County, Pa.; Well 6; Reissue Date: September 29, 2026.

Authority: Public Law 91–575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806 and 808.

Dated: October 7, 2026.

Jason E. Oyler,

General Counsel and Secretary to the Commission.

[FR Doc. 2026–20812 Filed 10–9–26; 8:45 am]

BILLING CODE 7040–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket: FAA–2026–11850]

Notice of Availability: Anchorage Terminal Area Airspace and Procedures Study for Review and Comment Period, and Workshop Announcement for the Draft Environmental Assessment

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

ACTION: Notice of Availability (NOA) for the Draft Environmental Assessment; Notice of Public Comment Period and Public Workshops for the Anchorage Terminal Area Airspace and Procedures Study (ATAAPS) Draft Environmental Assessment (DEA) UIN EAXX–021–12–WSC–1768398367.

SUMMARY: The FAA, in cooperation with the United States Air Force, is announcing the public review/comment period and public workshops for the ATAAPS DEA for the proposed

Anchorage terminal airspace redesign. ATAAPS involves changes to the airspace, aircraft flight paths, and aircraft altitudes in the Anchorage basin and surrounding areas. The DEA evaluates the potential environmental impacts of the proposed airspace redesign (Proposed Action) and the No Action alternative. The FAA has not made a final decision on any airspace/procedure amendments related to the Proposed Action. A copy of the DEA, appendices, and the Workshop announcements will be posted to the FAA ATAAPS web page at: https://www.faa.gov/about/office_org/headquarters_offices/ara/alaskan_region/ataaps.

Early notification of the FAA’s intent to prepare a DEA was published in the **Federal Register** on July 16, 2026 (91 FR 43723, FR Doc. 2026–14367).

In accordance with the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.*, and in accordance with FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, the FAA issues this notice that it has prepared a DEA for the ATAAPS project and has made it available for public review and comments.

The ATAAPS Project would improve safety and efficiency of the National Airspace System (NAS) and homeland defense capabilities, by optimizing aircraft arrival and departure procedures that serve multiple airports—specifically in the Anchorage basin and surrounding areas—including: Ted Stevens Anchorage International Airport (ANC), Elmendorf Air Force Base Airport (EDF), Bryant Army Airfield Airport (FRN), Lake Hood Airport (LHD), and Merrill Field Airport (MRI).

As a critical strategic gateway for homeland defense, Joint Base Elmendorf-Richardson (JBER) is currently restricted from operating at its intended capacity and fleet mix until the surrounding airspace is officially modified. The Instrument Landing System (ILS) for Runway 17 is integral to improving JBER operations, but cannot become operational under the current airspace design. (JBER runway designations are currently 16/34 and 06/24; Runway 16/34 will be updated due to Magnetic Variation changes to Runway 17/35 before completion of the Final Rule).

DATES: The public comment period will commence on October 7, 2026, and will close on November 9, 2026. During this time, the FAA will host two virtual community engagement workshops. The first will be held on October 27, 2026, from 1:00 p.m. to 3:00 p.m. Alaska

Daylight Time (AKDT), and the second will be held on October 28, 2026, from 5:00 p.m. to 7:00 p.m. Alaska Daylight Time (AKDT). For additional information, please visit the FAA ATAAPS web page for registration, workshop information, and website information. The FAA encourages interested parties to review the DEA and provide written comments during the public comment period. The FAA will accept written comments postmarked no later than November 9, 2026. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you may ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

ADDRESSES: If you wish to provide comments on the Proposed Action, please provide them by mail or by email through November 9, 2026, via the following:

Attn: ATAAPS Project Operations Support Group, FAA–ATO Western Service Center, 2200 S 216th St., Des Moines, WA 98198–6547; Email: 9-AJO-ATAAPS-Environmental@faa.gov.

The DEA is available at the following locations:

- Online at: https://www.faa.gov/about/office_org/headquarters_offices/ara/alaskan_region/ataaps.
- Electronic versions of the DEA have been sent to 21 libraries in the general study area (GSA) with a request to make the digital document available to patrons. A complete list of libraries with electronic copies of the DEA is available online at the website link above.

- Those unable to access the DEA through one of these means may email 9-AJO-ATAAPS-Environmental@faa.gov to request an electronic copy.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph Bert, Federal Aviation Administration, Team Manager, Environmental/Community Involvement/NAS Analytics, Operations Support Group, Western Service Center, (206) 231–2233, email: 9-AJO-ATAAPS-Environmental@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

ATAAPS addresses national security concerns as well as air traffic system inefficiencies within the Anchorage basin and surrounding areas. The ATAAPS DEA was prepared pursuant to the National Environmental Policy Act

of 1969. The DEA evaluates the Proposed Action and the No Action alternative. The Proposed Action focuses on airspace optimization for aircraft routes and controlled airspace within the Anchorage basin and surrounding areas. Area navigation (RNAV)-based standard instrument departure (SID) and standard terminal arrival (STAR) procedures have been in effect in the Anchorage basin and surrounding areas for over 20 years. These arrival and departure procedures will be designed with advanced RNAV capabilities and will maintain safety and improve efficiency of the NAS, benefitting pilots, air traffic controllers, and the general public.

The Proposed Action is not anticipated to increase the number of aircraft operations at the study airports or involve the physical construction of any facilities.

The Proposed Action will include the following elements:

- *Updated Airspace Boundaries.* Aircraft operating in the Anchorage basin currently fly within the Anchorage Part 93 airspace in which specific, special air traffic rules are in effect (see 14 CFR part 93, subpart D). These rules address issues like high-density traffic, unique airspace configurations, and limitations related to military operations. The evaluation of airspace in the Anchorage basin also includes Class C and Class D airspace around affected airports. The Proposed Action will modify the boundaries of the special air traffic rules segments, including removing segments, renaming segments, and establishing a new segment. It will also modify the boundaries of the Class C and D areas in the Anchorage Terminal Area. Sub-areas of Class C airspace will be created for ANC, and the overall area of special air traffic rules will be reduced.

- *Updated Departure Routes and/or Fixes From the Study Airports.* Routes and fixes will connect study airports to optimized high-altitude routes using satellite-based RNAV technology.

- *Updated Arrival Routes and/or Fixes Into the Study Airports.* Routes and fixes will connect transitions from high-altitude routes to existing approach procedures for the study airports using advanced RNAV procedures.

The FAA established a General Study Area, wherein proposed procedure changes below 10,000 feet above ground level (AGL) were evaluated for potential environmental impacts. Additionally, the FAA evaluated areas where FAA policy requires special consideration for potential noise impacts—which may include national parks, national wildlife refuges, historic sites and traditional

cultural properties—for proposed procedure changes below 18,000 feet AGL. The Proposed Action may include procedure changes at altitudes greater than 18,000 feet AGL (high altitudes) within an approximate 41,725-square mile Study Area; however, these high-altitude changes are considered generally outside the affected environmental study area per FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*.

Issued in Des Moines, Washington, on September 29, 2026.

Byron G.Y. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2026–20828 Filed 10–9–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Agency Determination on Waiver With Respect to Land; Indianapolis Downtown Heliport, Indianapolis, Indiana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) considered a proposal to permanently close the Indianapolis Downtown Heliport and change 5.36 acres of land from aeronautical use to non-aeronautical use and to authorize the sale of the heliport property located at the Indianapolis Downtown Heliport (8A4/Heliport), Indianapolis, Indiana. This notice is published pursuant to 49 U.S.C. 46319, *Permanent Closure of an Airport without Providing Sufficient Notice*, and 49 U.S.C. 47107(h)(2), *Public Notice Before Waiver of Aeronautical Land-Use Assurance*. The Indianapolis Airport Authority (IAA/Authority/Sponsor) submitted a request to release the Authority from its Federal Airport Improvement Program (AIP) obligations associated with Indianapolis Downtown Heliport. Upon reconsideration of its initial decision, the FAA has determined the AIP obligations associated with 8A4 will not be released.

DATES: This determination is effective October 13, 2026.

FOR FURTHER INFORMATION CONTACT: Debra L. Bartell, Acting Deputy Director, Airports Division, Great Lakes Region, (847) 294–7272.

SUPPLEMENTARY INFORMATION:

I. Background

Indianapolis Downtown Heliport (8A4) is currently in the National Plan of Integrated Airport Systems (NPIAS) categorized as a heliport. 8A4 is a non-towered facility with helicopter landing area, apron, fuel farm, two hangars, and nonaeronautical facilities. In addition, there is a parking garage below the heliport.

In 1983, FAA announced the National Prototype Demonstration Heliports Program to build full-service heliports in major urban areas to promote the integration of helicopter use into the urban transportation infrastructure, and an application was submitted by IAA. In 1983, the Indiana Department of Transportation (INDOT) included the heliport in the Indianapolis Metropolitan Airport System Plan as a reliever heliport, its federal designation was changed accordingly to “reliever heliport” in the NPIAS, a necessary requirement for consideration in the national prototype program. From 1983 to 2020, the Authority accepted AIP grants amounts of \$2,476,229 in entitlement grants, \$4,211,674 in discretionary, and \$20,000 in COVID-Relief for a total of \$6,707,903 funds. Of this amount, the Authority accepted approximately \$574,900 to acquire approximately 6.3 acres for the heliport. However, between 1984 and 1985, three tracts of land were released totaling 0.937 acres for road changes and utilities. Consequently, the remaining land that is obligated and for which IAA requested a release total is 5.36 acres.

The Authority is also the sponsor of Indianapolis International Airport, Eagle Creek Airpark, Indianapolis Metropolitan Airport, Indianapolis Regional Airport, and Hendricks County Airport. These airports are part of the NPIAS. 8A4 is located near these public use airports.

In letters dated October 27, 2021, and February 11, 2022, IAA sent FAA their request to release the heliport property.

FAA published a Notice of Intent of Waiver With Respect to Land; Indianapolis Downtown Heliport, Indianapolis, IN, 88 FR 8029 (February 7, 2023). In that notice, FAA requested public comments on the proposed permanent closure of 8A4 and change of 5.36 acres of land from aeronautical use to non-aeronautical use and to authorize the sale of all heliport property located at the Heliport. Public comments closed on March 9, 2023. The Notice received 270 comments during the comment period. All comments to the February 7, 2023, notice opposed the proposed closure.