

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.*

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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.

The Authority contended in further correspondence on May 22, 2024, and June 26, 2024, that rehabilitation costs for the Heliport would be significant and as much as \$30 to 40 million; there was limited aeronautical activity; the remaining based tenant was in the process of relocating its helicopter operations to an airport; and the Authority committed to building a future vertiport at Indianapolis International Airport, which is an approximately 15-minute drive from the Heliport.

After reviewing information related to the proposed release and closure of 8A4, on November 25, 2024, FAA issued IAA a letter of intent to release all federal obligations and approve permanent heliport closure. See FAA Compliance Guidance Letter, 2022–1—The Process for the Release and Permanent Closure of Federally Obligated Airports. (February 2, 2023) Pursuant to 49 U.S.C. 46319 and 47107(h). FAA then published a Notice of Permanent Closure; Indianapolis Downtown Heliport, Indianapolis, Indiana, indicating 8A4 would close on December 15, 2025. 90 FR 51067 (November 14, 2025).

On December 10, 2025, and December 23, 2025, FAA received written requests that FAA reconsider its intent to permit the proposed permanent closure of 8A4 and release and sale of the heliport property.

On January 13, 2026, FAA published a Notice of Intent of Waiver With Respect to Land; Indianapolis Downtown Heliport, Indianapolis, IN, 91 FR 1371, seeking further public comment on the proposed permanent closure and release of the subject heliport property at 8A4 from federal land covenants. The comment period for this notice was scheduled to end on February 12, 2026, and FAA received a request to extend the comment period. FAA published a Notice of Intent of Waiver With Respect to Land; Extension of Comment Period Indianapolis Downtown Heliport, Indianapolis, IN, 91 FR 5797 (February 9, 2026) extending the comment period to February 26, 2026. FAA received and considered a combined total of 737 comments on the January 13, 2026, Notice and February 9, 2026, Extension Notice.

II. Summary of Public Comments

735 public comments were received on *Regulations.gov* and two additional comments were sent directly to FAA. Of the 737 total comment submissions, 41 were in support of permanent closure and release from federal land covenants at 8A4; 686 comments were in support of 8A4 remaining open; eight comments

were unclear; one comment was related to FAA process and procedure; and one comment requested an extension of the comment period.

The FAA will consider a release of a sponsor from any airport agreement to the extent that such action has the potential to protect, advance, or benefit the public interest in civil aviation. In all cases, the FAA's prime concern is the benefit to civil aviation and is represented by various considerations. These include the future growth in operations; capacity of the airport; the interests of aeronautical users and service providers; the state aviation agency; the local, regional, and national interest of the airport; and the impact on the airport system (State and national). FAA Compliance Guidance Letter, 2022–1.

The public comments received have been grouped to correspond to the considerations above with comments related to the future growth in operations and capacity of the airport summarized in the Interests of Aeronautical Users and Service Providers; Local, Regional, National Interests of the Heliport; and Impact on the Airport System groupings.

A. Comments Opposing the Proposed Permanent Closure and Release From Federal Land Covenants at 8A4

Commenters opposed to the permanent closure and release from federal land covenants at 8A4 argued that there continues to be a need for and net benefit to civil aviation from the 8A4 facility. Although there were some generic comments in opposition, the majority of the comments can be grouped into one or more of the following areas: net benefit to civil aviation; interests of aeronautical users and service providers; opinion of the state aviation agency; local, regional, and national interests; impact on the airport system; and other concerns.

1. Net Benefit to Civil Aviation

Commenters noted closing 8A4 does not result in a net benefit to civil aviation.

2. Interests of Aeronautical Users and Service Providers

Commenters stated they have used 8A4 in the past and would continue to do so if it remained open, as it is one of the only public-use heliports in Indiana, they further noted the heliport provides centrally located vertical lift access to the downtown Indianapolis area. Commenters stated the facility offers a unique helicopter training opportunity with dedicated helicopter instrument approach procedures and

practice operations in a public urban facility. Commenters also stated 8A4 is a valuable part of Indiana's aviation system and that the closure of this facility would have a detrimental impact on the entire state and local community.

A large number of commenters mentioned that 8A4's continued operation is necessary to support public safety operations. They noted that 8A4 is used for emergency medical services when existing hospital heliports are unavailable due to weather, facility congestion or when the facility is not capable of supporting heavier helicopters operations. Commenters also noted that using 8A4 for refueling operations allows their helicopters to be operationally ready for the next movement in less time than flying to a facility located outside the downtown Indianapolis area for fuel. In addition to helicopter emergency medical operations, commenters noted the facility is essential for law enforcement, military training and operations, emergency operations and public safety events, disaster relief, and VIP and government movements to the downtown Indianapolis area.

3. Opinion of the State Aviation Agency

The Attorney General of Indiana submitted a comment that detailed previous communication from the Indiana Department of Transportation objecting to the decommissioning of the heliport. The comment included a letter the Indiana Department of Transportation sent to the Indianapolis Airport Authority dated June 30, 2021, that stated:

INDOT Office of Aviation concurs that the facility is being under-utilized in its current state. However, the potential for aeronautical use is still valuable to the Indiana State Aviation System Plan, and in accordance with the charge in IC 8–21–1–14, this office recommends development of more alternatives to keep the Indianapolis Heliport in operation to serve the needs of Indiana's flying public. The INDOT Office of Aviation understands the potential for change of sponsorship may not have been considered, but as an alternative to closure of the aviation facility, selling the facility and transferring the sponsorship would still allow the heliport to continue to serve the needs of Hoosiers by maintaining its place in the Indiana State Aviation System.

The comment included further email communications between the Manager of the Indiana Department of Transportation, Office of Aviation and FAA on August 26, 2024, and September 20, 2024, that indicated the Indiana Department of Transportation's Office of Aviation's position remained

the same in recommending the review of other alternatives for the facility.

4. Local, Regional, and National Interests of the Heliport

The Indiana State Police submitted a comment detailing their opposition of the closure and that 8A4 is a critical asset to the Indiana State Police and State of Indiana. They detailed how 8A4 is used by the Indiana State Police during intensive law enforcement operations; how using the facility saves wear and tear on helicopters, saves fuel and saves time; how 8A4 is used to transport the Governor and other dignitaries to and from Indianapolis; and how 8A4 offers unique helicopter training opportunities within the urban core.

The Attorney General of Indiana's comment noted the Indiana National Guard has a dual federal-state mission and the loss of the heliport forecloses an important aviation asset for training purposes and use during times of crisis when needed.

A letter submitted as a comment from Governor Mike Braun, State of Indiana, noted: "This heliport is critical to both the City of Indianapolis and the State of Indiana as we seek to connect our transit assets to support critical needs of the community as well as future economic development opportunities."

In addition, Governor Braun stated that he issued Executive Order 25–73 on October 29, 2025, to establish the Indiana Initiative for the Drone Dominance Task Force in support of President Trump's June 6, 2025, Executive Order 14307 (Unleashing American Drone Dominance), which seeks to "fully integrate" drone technologies into the National Airspace System and further directs FAA to establish an Electric Vertical Takeoff and Landing (eVTOL) program. Both he and the Indiana Attorney General argue that centrally located, urban infrastructure, like 8A4, is necessary to achieve the goals of these directives.

Commenters also noted that closure of 8A4 would be ill-timed in light of the aviation industry shifting toward Advanced Air Mobility (AAM) operations and the growth of electric vertical takeoff and landing (eVTOL) aircraft operations. Commenters explained that having an existing operational facility, to be used as a vertiport, puts Indianapolis at an advantage to receive this form of mass transit in the community and ensures Indianapolis remains a viable destination for the next generation of air taxis and cargo delivery services. Commenters also noted on January 8, 2026, U.S. Department of Transportation

Secretary Sean Duffy and FAA Administrator Bryan Bedford announced Indiana as one of two new UAS test sites and 8A4 could serve as a critical site for drone testing, accelerating advanced aerial mobility, and support urban Beyond Visual Line of Sight (BVLOS) operations.

Many commenters requested that, if IAA's continued sponsorship of the facility is not feasible, the Authority consider alternatives that would allow 8A4 to remain operational, including transferring ownership/sponsorship to another entity, operational partnerships, or alternative funding models. In addition, commenters mention, moving forward, regardless of sponsorship, there should be additional investment in the facility and improvements.

5. Impact on the Airport System

Numerous comments mentioned how 8A4 provides vital transportation infrastructure and is a key facility in Indianapolis and the larger Indiana transportation system. Commenters mentioned its close proximity to the Julia M. Carson Transit Center, facilitating seamless connections between air and ground transit. They also mentioned how the City of Indianapolis was ahead of its time in opening 8A4, and the closure of the facility would be a short-sighted decision that would do more harm than good. Many commenters also noted that once a heliport is closed, it is extremely difficult if not impossible to replace. Heliport construction, they note, requires significant capital investment and time.

6. Other Comments

A number of commenters mentioned how important 8A4 is to the business community and local and regional economic development. They noted many business operators continue to do business in downtown Indianapolis because of the ease of access and time saved by using 8A4 and its location in downtown Indianapolis. Other commenters mentioned how Indianapolis is a premier destination for major sporting events and 8A4 provides a direct, efficient link for users contributing to the sports-based economy, especially during the Indy 500. In addition, commenters add that 8A4 plays an important role in Indianapolis's hospitality and tourism industry.

Comments also noted that 8A4's continued economic viability is evidenced by an offer from an individual user to purchase 8A4.

B. Comments Supporting the Proposed Permanent Closure and Release From Federal Land Covenants at 8A4

Commenters in support of the permanent closure and release from federal obligations at 8A4 included comments that can generally be grouped into one or more of the following areas: net benefit to civil aviation, interests of aeronautical users, impact on the aviation system, and other concerns.

1. Net Benefit to Civil Aviation

IAA submitted a comment and supporting attachments arguing that closing the heliport results in a net benefit to civil aviation because the proceeds from the sale of the Heliport property would be reinvested into the Indianapolis Regional Airport. The proceeds could potentially fund projects including reconstruction of two runways and a taxiway. IAA noted that the Heliport has not been able to cover operating expenses with Heliport revenue resulting in the operations being subsidized by other IAA users. IAA also stated the existing location and configuration of the Heliport would also not likely satisfy vertiport design standards necessary to carry out IAA plans for burgeoning AAM and eVTOL operations. IAA believes that these operations can be more safely accommodated at new or existing infrastructure elsewhere in the IAA Airport System in areas with lower population density and fewer surrounding hazards to air navigation.

2. Interests of Aeronautical Users and Service Providers

Some commenters argued that 8A4 is no longer needed. They noted there are no longer any helicopters based at the facility, with hospitals and public safety agencies already well equipped to handle vertical lift needs without operating at 8A4. The Indianapolis Metropolitan Police Department (IMPD) submitted a comment stating the IMPD does not rely on this heliport for operational or public safety purposes and has no current or anticipated need for the facility. IMPD added that they continue to prioritize advanced technology, including unmanned aerial systems (drones), which are readily available, rapidly deployable, and offer greater operational flexibility. As it relates to future eVTOL/AAM operations, another commenter indicated that the City of Indianapolis should not stunt its current growth for the hypothetical needs of unproven technologies, adding that if and when eVTOL technology becomes a standard, its infrastructure should be integrated

into the city's modern design, not grandfathered into an outdated facility.

3. Impact on the Aviation System

As part of its comment, IAA argued that the Heliport is not needed for emergency management, law enforcement, fueling, hospital helicopter operations, or major event planning. IAA noted the Heliport is not a designated emergency management site for the City of Indianapolis, and that there are multiple other open areas (parking lots, parks) that already serve as staging areas for natural disasters or emergencies and they allege that Indianapolis Metropolitan Police Department no longer owns any helicopters. They state that the ability to fuel helicopters will not be compromised when the Heliport closes. Helicopters will be able to access 24-hour service at Indianapolis International Airport and extended hours at the remaining IAA reliever airports. IAA stated IU Health voluntarily relocated to their new facility at the Indianapolis Regional Airport (MQJ) and that the MQJ facility will provide state-of-the-art critical care transport. IAA also noted that closure of the Heliport will not affect the ability of helicopters to provide access to sites in Indianapolis, and for certain events, such as the Indianapolis 500, because closer airports are able to accommodate helicopter operations. IAA further stated that, beyond the small uptick around the Indianapolis 500, the Heliport is rarely used for event transportation. IAA noted, Indianapolis International Airport is only 15–20 minutes from downtown and provides ready access to popular sporting and business venues and helicopter tour operations also operate out of the Indianapolis Metropolitan Airport.

4. Other Concerns

A number of the commenters in support of permanent closure of 8A4 argued that there are better uses for the parcel on which the heliport is located. They highlighted the importance of the revitalization of this quadrant of downtown Indianapolis and support a focus on community-centered infrastructure. Commenters also noted significant growth in residential development near 8A4. They suggested that the heliport parcel has become prime real estate that should be put back on the tax rolls. While many of the commenters included various options for redevelopment of this parcel, some specifically noted they would prefer pursuing a major league soccer team over continued operation of 8A4. Commenters mentioned Indianapolis

should prioritize development of this parcel that produces widespread economic returns. Other comments noted 8A4 benefits a narrow slice of users, largely private helicopter operators and affluent business interests, who can afford chartered air travel. Those commenters argued that 8A4 should be repurposed for a use that better benefits the entire community.

Helicopter safety and noise concerns were raised in some of the comments supporting closure. They noted continued operation of 8A4 is a liability with helicopter operations so close to downtown and the low-altitude flight paths are not compatible with the goal of creating a livable, residential-friendly downtown.

C. Comment Regarding FAA Process and Procedure

One commenter did not take a position on whether 8A4 should remain operational or permanently closed; however, they stated they are concerned about the lack of finality and related uncertainty that reconsideration of a final agency action creates for airports. They noted regulatory certainty and predictability are essential to the airport industry.

III. FAA Analysis

The FAA supports airport development and preservation throughout the United States, as depicted in the NPIAS. Title 49 U.S.C. 47101, *et seq.*, provides for Federal airport financial assistance for the development of public use airports under the Airport Improvement Plan (AIP), established by the Airport and Airway Improvement Act, as amended. Section 47107, *et seq.*, sets forth assurances to which an airport sponsor agrees as a condition of receiving Federal financial assistance. Congress requires the FAA to include specific contractual obligations as a requirement for AIP funding. There are currently 40 such contractual obligations, collectively known as Grant Assurances that airport sponsors agree to fulfill as a condition of receiving an AIP grant.

8A4 is currently in the NPIAS, categorized as a publicly owned, general aviation, unclassified facility. IAA has accepted Federal AIP grants for land acquisition and development at 8A4. In letters IAA sent FAA, dated October 27, 2021, and February 11, 2022, IAA requested FAA authorize the permanent closure of 8A4 and release of IAA from their Federal grant obligations related to the heliport.

FAA published a Notice of Intent of Waiver With Respect to Land; Indianapolis Downtown Heliport,

Indianapolis, IN, 88 FR 8029 (February 7, 2023). Based on comments received in response to the February 2023 notice, FAA requested and received additional information from IAA in support of the proposed closure and release of obligations at 8A4.

On November 25, 2024, FAA issued a letter of intent to IAA on the release of all federal obligations and approve permanent heliport closure at 8A4 (Letter of Intent). In accordance with the Letter of Intent, FAA then published a Notice of Permanent Closure; Indianapolis Downtown Heliport, Indianapolis, Indiana, indicating 8A4 would close on December 15, 2025, 90 FR 51067 (November 14, 2025). During the period from November of 2024 to November of 2025, FAA did not issue a final determination releasing IAA of Federal obligations at 8A4.

The written requests for reconsideration FAA received, dated December 10, 2025, and December 23, 2025, and subsequent comments received on the January 13, 2026, and February 12, 2026, **Federal Register** Notices included additional information regarding the net impact of the heliport closure on civil aviation.

Despite a comment to the contrary, FAA, like all federal agencies, has the inherent authority to reconsider its prior determinations. *Scotts Valley Band of Pomo Indians v. Burgum*, 808 F.Supp.3d 1, 5 (D.C. Cir. 2025) *citing* *Albertson v. FCC*, 182 F.2d 397, 399 (D.C. Cir. 1950), “[t]he power to reconsider is inherent in the power to decide.”

To determine whether or not to approve the permanent closure and release of IAA obligations at 8A4 upon reconsideration FAA relies on its own policy, release and closure documentation from IAA, reconsideration request letters and comments FAA received from requests for public comment in the **Federal Register**.

The FAA will act on an airport sponsor's request for release and closure only to the extent that such action will benefit the public interest in civil aviation within the specific authority conferred upon the Associate Administrator for Airports by law. FAA Compliance Guidance Letter, 2022–1.

FAA's primary concern is the benefit to civil aviation and is represented by various considerations. Major considerations in the analysis of a release request include but are not limited to: the reasonableness and practicality of the sponsor's request; the disposition and effect of the request on all airport assets; the net benefit to civil aviation; the compatibility of the proposal with the needs of civil

aviation; the existing airport being in a safe and operable condition; and the state aeronautical agency's recommendation on the sponsor's request. FAA Compliance Guidance Letter, 2022–1.

A. Reasonableness and Practicality of the Sponsor's Request

When evaluating a request for release and closure, the FAA will consider the reasonableness and practicality of the sponsor's request in light of the necessity to maintain sufficient aeronautical facilities in the NPIAS and the role of the airport in the NPIAS. As part of this evaluation, FAA weighs the airport sponsor's rationale to request release and closure against the broader public interest in civil aviation.

In 2021, IAA cited declining use of the Heliport as part of their reason to request closure. They detailed that overall helicopter operations had declined and that the sole remaining based heliport tenant, IU Health, had relocated to Indianapolis Regional Airport (MQJ). In IAA's February 26, 2026, comment submitted to the **Federal Register**, IAA indicated that, excluding IU Health's operations, there were only 447 operations at the Heliport for all of 2025 and with IU Health's recent move to Indianapolis Regional Airport is left with nominal operations. IAA claimed "[t]he Heliport is expensive to operate and has not been financially self-sufficient for quite some time.", indicating "[f]or the last five years, there has been an average shortfall of 16.5% between operating expenses and revenue, which deficiency the IAA must cover by syphoning revenue from other airports within the IAA system." IAA further stated "Heliport operations are currently subsidized by other IAA users, and in order to limit financial losses to the IAA, the Heliport has only operated for minimal hours during the day. To keep the Heliport open and operate it at a loss for no known tenants makes no financial sense and disadvantages civil aviation."

Some commenters opposed to the closure asserted that helicopter operations and heliport use declined not due to lack of demand, but because of sponsor neglect of the facilities and the sponsor not adequately promoting and marketing 8A4. Others questioned the reasoning for 8A4's closure request and that it may have been driven by local politics and investors seeking a non-aeronautical property more than by reduced aeronautical demand. Commenters questioned why 8A4 should close when there is a private party willing to purchase the heliport, operate it for public use and potentially

invest in additional aeronautical development of the facility.

In Indiana Helicopters', LLC d/b/a Sweet Helicopters (Sweet Helicopters), February 26, 2026, comment submitted to the **Federal Register**, they indicated that Sweet Helicopters made offers to purchase the Heliport as early as December 2021 and on October 16, 2025, sent a "firm offer to the Authority's board offering to purchase the Heliport for \$15 million and keep it operational as a heliport, attaching a signed draft purchase agreement as a show of our good faith and commitment." In addition to committing to purchase the Heliport and keeping it operational, Sweet Helicopters also indicated they are committed to making the necessary investments. Sweet Helicopters further stated "The Authority's goal is, as it always has been, to close the Heliport by any means necessary and sell the land to the City of Indianapolis (the "City") for the stadium project. The existence of a superior alternative offer that would keep the Heliport open and restore its operational capacity—such as the offer that Sweet Helicopters has extended—is actively counterproductive to the Authority's true purposes, which explains why the Authority has so steadfastly refused to engage with Sweet Helicopters."

When reviewing operational use of 8A4 to determine whether it is a reasonable consideration for closure, FAA confirms that operations at 8A4 have declined. IAA's February 26, 2026, comment detailed:

Despite hope that the Heliport would facilitate direct transportation by helicopters downtown for medical, emergency, business, and special event operations, the Heliport was never fully adopted by the public. Operations peaked in 1992 with 5,300 operations, decreasing to 1,696 in 2019 (about 4.5 landings or departures a day). In 2025, the Heliport's sole based user, IU Health relocated to MQJ. Excluding IU Health's operations, there were only 447 operations for all of 2025. For a period of time, the Heliport also served three news stations which accounted for two to four daily operations, but those news helicopter operations were replaced by drones years ago. With IU Health's recent move to a new, first-class facility at MQJ, the Heliport is left with nominal operations. The Heliport has also been underutilized for special events. While there is a small uptick in operations in May, likely due to the Indianapolis 500, special events in the Indianapolis area have not driven a sustained increase in operations.

There also were additional comments received that indicated the Heliport is no longer needed as prior heliport users have moved to other facilities or have moved away from helicopter operations

to more advanced technologies, including drone operations.

However, the majority of the commenters provided comments in support of the Heliport remaining open and available for public use and indicated the facility is needed for helicopter, eVTOL, and AAM operations. The result is a disconnect between comments that discussed the most recent Helicopter operations numbers and the comment that expressed an existing and future need for Helicopter operations at 8A4.

While FAA considers current operations as part of determining the reasonableness of a proposed closure, there is no specified operational requirement that would define whether closing an obligated facility is reasonable. Every request FAA receives to close an obligated facility has unique factors to consider based on circumstances at that facility and location. Although operations at the Heliport have declined, FAA does find that the number of existing operations in 2025, unrelated to IU Health operations, and comment supporting future operations, especially related to the future eVTOL/AAM, persuasive. Even if comments about the future eVTOL/AAM operations are speculative, in this case, and consistent with its guidance, FAA weighs future growth heavily when considering the net benefit to civil aviation. See FAA Compliance Guidance Letter 2022–1.

Before issuing the November 25, 2024, Letter of Intent, the FAA was not aware of any interest by another public or private entity willing to acquire 8A4 and maintain the facility as a public use heliport in the NPIAS. FAA will not opine on practicality or feasibility of the Sweet Helicopters offer to purchase 8A4 in this notice. However, FAA does find Sweet Helicopters' offer persuasive in its analysis of the reasonableness and practicability of maintaining and operating 8A4 as a heliport. The FAA will give weight to this new information, namely that a private entity believes there to be enough value in the continued public use availability of 8A4 that they submitted an offer, in excess of the appraised fair market value, to purchase 8A4.

B. Disposition and Effect of the Request on All Airport Assets

When evaluating a request for release and closure, FAA considers the disposition and effect of all airport assets before a release and closure is approved. FAA analyzes this consideration in requests to close obligated facilities to ensure that all airport assets, including airport revenue

accounts and personal property, as subject to Federal obligations, and unamortized AIP grants are accounted for. Although a request for closure may be denied if it fails to address the disposition of property FAA generally does not view an adequate description of the disposition of property as a justification to permanently close a facility and release a sponsor of their grant assurance Federal obligations. As part of IAA's request and subsequent correspondence with FAA, IAA detailed the proposed plan for all heliport assets including the unamortized portion of prior AIP grants, fuel tanks, snow equipment, and Automated Weather Observing Systems (AWOS).

In the Letter of Intent, FAA detailed that IAA would invest the total funds from the sale of the Heliport and the unamortized portion of prior AIP grants into Indianapolis Regional Airport (MQJ) and transfer all heliport and aviation-related equipment at 8A4 owned by the Authority that FAA determined to be salvageable for use at other airports. FAA initially found IAA's intent to transfer all assets to Indianapolis Regional Airport an acceptable disposition plan for all the Heliport's assets and unamortized portions of prior AIP grants. However, FAA does not rely on this planned disposition of assets alone when determining whether to approve release and closure of a facility.

C. The Net Benefit to Civil Aviation and Compatibility of the Proposal With the Needs of Civil Aviation

When evaluating a request for release and closure, the FAA will also assess the net benefit to civil aviation and the compatibility of the proposal with the needs of civil aviation. Before FAA can evaluate the net benefit to civil aviation, it must first review the compatibility of the proposal with the needs of civil aviation.

1. Compatibility of the Proposal With the Needs of Civil Aviation

Comments regarding the needs of civil aviation can largely be broken down into two groups: comments on whether 8A4 will contribute to the future needs of aviation, in emerging industries; and comments on whether or not the Heliport is required to fulfill current law enforcement and emergency response needs.

Commenters supporting the permanent closure and release of 8A4 provided information arguing that the Heliport is unnecessary for civil aviation. They suggested that all vertical lift operations can be accommodated at other existing facilities, including other

airports within the Indianapolis area, and that 8A4 is not appropriate for future AAM and eVTOL operations that may be considered necessary for the future of civil aviation.

The commenters opposed to the permanent Heliport closure argued that 8A4 should remain open and operational for existing and future users of the facility, emergency helicopter operations, public emergency operations, helicopter training opportunities, fueling operations, access to the downtown Indianapolis area, and future AAM and eVTOL operations.

Aerospace industry groups submitted comments advocating for continued operation of the Heliport for AAM and eVTOL operations. One commenter noted there are several reasons to keep the Heliport open including its location in a busy area near transit hubs, making it easy for passengers to access; using the Heliport as a base for a vertiport enables quick adaptation and avoids the lengthy planning, zoning, and construction process required for new sites; using the Heliport is more affordable than building new vertiport sites in downtown Indianapolis; and the Heliport offers a unique setting for early eVTOL operations, making it easier to move from traditional helicopters to eVTOL aircraft.

Commenters also focused on the aviation needs of law enforcement and emergency responders. Law enforcement comments were received from the Indianapolis Metropolitan Police Department (IMPD) and the Indiana State Police. The IMPD stated "IMPD does not rely on this heliport for operational or public safety purposes and has no current or anticipated need for the facility. We continue to prioritize advanced technology, including unmanned aerial systems (drones), which are readily available, rapidly deployable, and offer greater operational flexibility. These capabilities provide faster response times and enhanced situational awareness without the need for a fixed aviation facility."

However, other State entities indicated that the Heliport is an important transportation asset and urged the FAA not to close the Heliport. The Indiana State Police (ISP) has used the Heliport to support its operations in a variety of ways including supporting intensive law enforcement operations; using 8A4 over other regional helipads to prioritize saving time and resources; transportation of the governor and dignitaries; and unique training opportunities. ISP stated "Access control has always been an issue and the heliport has never been actively managed as a critical transportation

infrastructure asset. ISP believes that if ran well and properly resourced, the heliport would be a highly used and valuable asset for the State." The Attorney General of Indiana's, February 26, 2026, comment stated "The Indiana National Guard (INNG) has a dual federal-state mission . . . The distribution of soldiers, equipment and facilities across the state allows the National Guard to respond quickly and efficiently to emergencies statewide. The loss of the heliport forecloses an important aviation asset for training purposes, not to mention its use during times of crisis when needed."

FAA received comments from Helicopter emergency medical services. Specifically, Indianapolis Emergency Medical Services (IEMS) commented "[a]fter a thorough assessment of our current operational needs and the landscape of emergency medical services in Marion County, it is the position of IEMS that the downtown heliport is no longer a necessary component of our city's public safety or emergency response infrastructure." Indianapolis Emergency Medical Services referenced Self-Sustaining Trauma Infrastructure, Zero Operational Reliance, and Public Safety Efficiency as factors central to their assessment. It noted that every major trauma center in Indianapolis is equipped with dedicated, onsite heliports; it does not utilize the downtown heliport for patient care, ground-to-air transfers, or staging; and modernizing their urban footprint allows them to focus resources where they are most effective. Indianapolis Emergency Medical Services further stated, "Because our hospitals have integrated aeromedical access directly into their campuses, the standalone downtown heliport has become a redundant asset in the context of emergency medicine."

FAA received other Helicopter emergency medical service comments indicating that 8A4 is not necessary for their operations citing the relocation of IU Health to a state of the art facility at Indianapolis Regional Airport. Alternatively, other commenters, primarily from the Helicopter emergency medical service profession, pointed out the continued ongoing need for a downtown heliport with fueling services. They indicated 8A4 is necessary to ensure the expeditious transport of patients, accommodate aircraft when weight limitations and occupancy limits of downtown hospital helipads are an issue, and ensure efficiency in returning helicopters to operational readiness after completing a patient transport.

Specifically, a comment received from an individual stated “[a]s a flight nurse I have already witnessed the consequences of not having this heliport. Parkview Samaritan is being forced to land at Indy Regional with all critical patients being flown in IU hospitals. This is a 30 min drive away. Adding 45–60 min of out of hospital time to critical patients. We must wait at the airport for an ambulance that is never available when we land. Lack of EMS services and distance from downtown makes this transport lengthy and dangerous for our patients.”

IAA remains strongly in favor of closure and continued to argue, in their February 26, 2026, comment, that the Heliport is not needed for emergency management, law enforcement, fueling, hospital helicopter operations, or major event planning and is not able to cover operating expenses:

Nothing in the letters from Sweet Helicopters and the Attorney General of Indiana justifies reconsideration, much less a different result. Significantly, neither letter provides data or analysis that could support keeping the Heliport open. For example, the Sweet Helicopter letter states that the Heliport is “well positioned to be at the forefront of AAM and eVTOL” without including any data or evaluation of whether the location could be realistically converted to a vertiport for these operations. The letter also takes a narrow look at only the Heliport’s operations without taking into consideration the other Heliports and airports in the area and how the Heliport fits into the larger aviation ecosystem. All of these factors were carefully considered by the FAA, which found them to be insufficient to justify keeping the Heliport open.

The comments FAA received reflect diverging opinions on whether permanent closure and release of the Indianapolis Downtown Heliport would be compatible with the needs of civil aviation. State, municipal, helicopter emergency medical service organizations, and business entities, as well as individuals, submitted comments that described how the Indianapolis Downtown Heliport is an essential part of operations for some of them and how for others, it is not needed at all. Although some entities and individuals have moved away from using the Indianapolis Downtown Heliport by utilizing other airport facilities or substituting helicopters for drone technology that doesn’t require a dedicated heliport, there were a significant number of comments that detailed how the Indianapolis Downtown Heliport is still needed in their operations. Moreover, as discussed in subsection C.2., FAA has determined that preserving existing aviation infrastructure is the best way to enable

rapid advancement of eVTOL and AAM operations while FAA continues to develop guidance for updating vertiports for such uses. FAA weighs comments that indicate continued need for the facility that has received federal funds more heavily in determining whether or not closure of a facility yields a net benefit to civil aviation.

2. Net Benefit to Civil Aviation

The FAA received general statements from commenters regarding the net benefit to civil aviation in keeping 8A4 open and operational and in closing 8A4 and using the sale proceeds at other IAA airports.

In its November 25, 2024, Letter of Intent, FAA, in accordance with its policies at the time, agreed with IAA. FAA initially found that the net benefit to civil aviation from IAA’s contribution of the total funds from the sale of 8A4 for use at Indianapolis Regional Airport would outweigh the benefit of 8A4’s continued operation. FAA relied on IAA’s argument that proceeds from 8A4’s sale would offer other IAA airports additional financial support, a source for aeronautical capital or operational expenses, and aid in their financial self-sustainability.

The February 26, 2026, comment IAA submitted to the **Federal Register**, stated “The FAA should again conclude that closure of the Heliport results in a net benefit to civil aviation.” IAA also stated in their comment, “To Keep the Heliport open and operate it at a loss for no known tenants makes no financial sense and disadvantages civil aviation.”

Sweet Helicopters February 26, 2026, comment suggested that 8A4 could still contribute to the net benefit to and needs of civil aviation by staying open:

[T]he closure of the Heliport cannot be a benefit to civil aviation when: (1) there is demonstrated demand, (2) Sweet Helicopters has firmly committed to purchasing the Heliport, keeping it operational, and making the necessary investments, and (3) where the superior sale price could be used to further support airports within the Authority’s jurisdiction.

Since the November 25, 2024, Letter of Intent was issued, FAA both received new information and implemented new policies affecting its determination regarding the net benefit to and needs of civil aviation. The Department of Transportation and FAA now prioritize advancing AAM and eVTOL operations in the U.S. On September 12, 2025, U.S. Transportation Secretary Sean P. Duffy announced a new pilot program within the FAA to accelerate the deployment of advanced air mobility (AAM) vehicles. The pilot program, known as the Electric Vertical Takeoff and Landing

Integration Pilot Program (eIPP), will form public-private partnerships with State and local government entities and private sector companies to develop new frameworks and regulations for enabling safe operations. Under President Trump’s direction, the FAA introduced the eIPP to accelerate the safe deployment of AAM vehicles in the National Airspace System. FAA Administrator Bryan Bedford stated, “This pilot program gives us another opportunity to advance the Administration’s plan to accelerate safe eVTOL and advanced air mobility operations across the United States.”

In addition, on December 17, 2025, the Department of Transportation promulgated a new Advanced Air Mobility National Strategy: A Bold Policy Vision for 2026–2036 (Strategy). Under this Strategy, the Federal Government will lead a nationwide effort to accelerate the development and deployment of AAM technologies throughout the United States. The strategy seeks to align policies and programs behind this policy priority, while also providing leadership and support for State, local, Tribal, and territorial (SLTT) governments, for which new AAM transportation options could provide substantial benefits. The strategy emphasizes safety, security, national defense, and economic competitiveness, and expanding jobs and opportunities.

By contrast, IAA’s February 26, 2026, comment stated: “The existing location and configuration of the Heliport would also not likely satisfy vertiport design standards. Indeed, as IAA plans for burgeoning Advanced Air Mobility (“AAM”) and electric vertical takeoff and landing (“eVTOL”) operations, it believes that these operations can be more safely accommodated at new or existing infrastructure elsewhere in the IAA Airport System, with less population density and surrounding hazards to air navigation.”

FAA notes that it is FAA, not local or state authorities (or local airport sponsors), that acts as the final arbiter of aviation safety—whether it be regarding the safety of traditional heliport operations or those involving AAM and eVTOL. FAA anticipates AAM operations will leverage existing infrastructure like airports and heliports (with modifications) in addition to new facilities, such as vertiports, to accommodate these growing operations. As a result, FAA has made it a policy to prioritize and save aviation infrastructure and facilities to support AAM and eVTOL operations. IAA’s assertion the Heliport “would not likely satisfy vertiport design standards”

reflects a misunderstanding of the relevant FAA guidance.

FAA Advisory Circular 150/5390–2D, *Heliport Design*, states:

The FAA is developing guidance for vertiports that would be intended for VTOL and/or unmanned aircraft. Until that guidance is published, entities developing operating sites for new aircraft entrants are encouraged to work with the FAA Office of Airports and Flight Standards on applicable design, operational, and safety criteria tailored to the performance of aircraft which intend to operate at those facilities.

Supplemental FAA guidance Engineering Brief (EB) # 105A, *Vertiport Design, Supplemental Guidance to Advisory Circular 150/5390–2D, Heliport Design*, states:

At this time, the Federal Aviation Administration (FAA) is still collecting validated VTOL aircraft operational data and is transitioning from a prescriptive approach to a performance-based design approach with the recommendations in this EB. This EB is a living document that serves as the FAA's standards and guidance. An AC will be developed to adapt and address new aircraft and technology as performance data is received. This EB will be cancelled concurrent with the publication of the AC.

FAA has repeatedly stressed that eVTOL and AAM facility requirements are rapidly evolving. Against this backdrop of innovation, FAA has determined that preserving existing infrastructure is the best way to enable rapid advancement of eVTOL and AAM operations.

FAA's prime concern is the net benefit to civil aviation. FAA's November 25, 2024, Letter of Intent, relied heavily on the financial aspects of closure of the Heliport and the corresponding sale with the proceeds being reinvested into the airspace system to fund improvements at Indianapolis Regional Airport and the overall reduction in operations at the Heliport. The FAA has since received new information, namely that a private entity, Sweet Helicopters, is willing to purchase the Heliport and continue operating it as a heliport.

Moreover, FAA policy has changed since 2024, and places priority on maintaining existing facilities, like the Indianapolis Downtown Heliport, for use by AAM and eVTOL operators. FAA now heavily weighs the net benefit to civil aviation with the new policy directive to preserve aviation infrastructure to advance the Administration's larger plan to accelerate safe eVTOL and AAM operations across the United States over the proceeds of a sale being reinvested into the airspace system through improvements at Indianapolis Regional Airport.

D. The Existing Airport Being in a Safe and Operable Condition

When evaluating a request for release and closure, FAA will consider whether the existing facility is being operated in a safe and operable condition. Compliance Guidance Letter 2022–1 states “A sponsor may not allow an airport to fall into disrepair while considering closure or awaiting a decision on a closure request.”

FAA received comments indicating IAA did not invest in or properly promote 8A4 resulting in declining activities. On commenter stated: “It doesn't appear that the airport authority has taken any action to promote the use of the heliport. Quite the contrary, it seems that it has done whatever it can to ensure the closure of the heliport.” Another commenter stated: “[8A4's] demise really began around 2015 when the dedicated heliport staff started to disappear. The front counter was completely emptied and endless phone calls would go unanswered. By 2019, the street level doors permanently locked and the ramp side doors were programed to automatically lock at the end of each business day and weekends. Only a handful of pre-approved operators were privileged to have entry key cards.”

IAA has identified a number of facility improvements that would be required if the Heliport is to stay open, requiring significant investment that would likely amount to \$30 to \$40 million.

FAA did not, in its initial determination find that IAA had allowed the Heliport to fall into disrepair. Such maintenance, however, does not necessarily mean that closure of the Heliport would result in a net benefit to civil aviation. The FAA merely requires an airport be in safe and operable condition to prevent sponsors from attempting to force closure approval due to disrepair.

E. State Aeronautical Agency's Recommendation on the Sponsor's Request

When evaluating a request for release and closure, the FAA will also take into consideration the state aeronautical agency's recommendation on the sponsor's request.

The Indiana Department of Transportation, Office of Aviation issued a letter to the Authority on June 30, 2021, that stated:

INDOT Office of Aviation concurs that the facility is being under-utilized in its current state. However, the potential for aeronautical use is still valuable to the Indiana State Aviation System Plan, and in accordance

with the charge in IC 8–21–1–14, this office recommends development of more alternatives to keep the Indianapolis Heliport in operation to serve the needs of Indiana's flying public. The INDOT Office of Aviation understands the potential for change of sponsorship may not have been considered, but as an alternative to closure of the aviation facility, selling the facility and transferring the sponsorship would still allow the heliport to continue to serve the needs of Hoosiers by maintaining its place in the Indiana State Aviation System.

In further email communications between the Manager of the Indiana Department of Transportation, Office of Aviation and FAA on August 26, 2024, and September 20, 2024, they indicated their position remains the same in recommending the review of other alternatives for the facility.

One of FAA's major considerations of closing an obligated facility includes the state aeronautical agency's recommendation on the sponsor's request. Indiana Department of Transportation, Office of Aviation, recommended alternatives to closure be pursued that would allow the Heliport to continue to serve the needs of Indiana by maintaining its place in the Indiana State Aviation System. In addition, FAA notes that it has considered comments by the Governor, Attorney General, and Indiana State Police, which clearly objected to the permanent closure of the facility and release of heliport property at 8A4 from federal land covenants, as part of the factor considering the net benefit to civil aviation and compatibility of the proposal with the needs of civil aviation.

F. Other Considerations

Some commenters supporting closure also noted that permanent closure and repurposing of the Heliport property would offer greater economic benefits to the City of Indianapolis and the region as a whole.

FAA acknowledges those comments that suggested both the City of Indianapolis and the region would derive greater economic benefit from a non-aeronautical use of the Heliport property. However, those arguments are not necessarily persuasive and are not dispositive in release and closure determinations:

Only benefits to aviation may be cited as justification for the release, whether tangible or intangible. The nonaviation interest of the sponsor or the local community—such as making land available for economic development or increased tax revenues—does not constitute a benefit that can be considered in justifying a release and disposal of the airport.

FAA Compliance Guidance Letter, 2022–1.

IV. Conclusion

FAA reviewed all comments received on the **Federal Register** Notices seeking public comments on the proposed permanent closure and release of land covenant at 8A4; correspondence from the State of Indiana; and all documentation provided by the Authority. After review of this information and for the reasons described above, FAA has determined the AIP obligations at the Indianapolis Downtown Heliport will not be released and directs the Authority to make the Heliport available for public use. FAA relies on new information received from commenters and notes that its own recent policy directives change its analysis regarding closure and release. FAA withdraws the Notice of Permanent Closure; Indianapolis Downtown Heliport, Indianapolis, Indiana, 90 FR 51067 (November 14, 2025), and rescinds the November 25, 2024, Letter of Intent sent to IAA.

Christopher S. Kelly,

Associate Administrator for Airports.

[FR Doc. 2026-20859 Filed 10-9-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway: Topsham, Maine

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of limitation on claims for judicial review.

SUMMARY: The FHWA, on behalf of Maine Department of Transportation (MaineDOT), is issuing this notice to announce actions taken by MaineDOT and other relevant Federal agencies that are final agency actions. The actions relate to the proposed Highway Widening project on Route 196 located in Topsham, Sagadahoc County, State of Maine. Those actions grant licenses, permits, and approvals for the project. **DATES:** By this notice, the FHWA, on behalf of MaineDOT, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before March 12, 2027. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT:

For FHWA: Hank Rettinger, Division Administrator, U.S. Department of Transportation, Federal Highway Administration, Maine, 40 Western Avenue, Room 614, Augusta, ME 04330; telephone: 207-512-4911; email: henry.rettinger@dot.gov.

For MAINEDOT: Kristen Chamberlain, NEPA Manager, Maine Department of Transportation, 24 Child Street, Augusta, ME 04330; telephone: 207-557-5089; email: Kristen.Chamberlain@maine.gov.

SUPPLEMENTARY INFORMATION: Effective October 9, 2024, the FHWA assigned and MaineDOT assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 326. Notice is hereby given that MaineDOT and other relevant Federal agencies have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of Maine: Widening of Brunswick-Topsham Bypass (Route 196) between Main Street and Bypass Drive in Topsham, from the existing single travel lane in each direction to two thru travel lanes in each direction. Federal Project Number: STP-27116.00.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in Categorical Exclusion approved on May 19, 2026, and in other documents in the FHWA project records. The Categorical Exclusion and other project records are available by contacting FHWA at the address provided above.

This notice applies to all Federal agency decisions that are final as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109 and 23 U.S.C. 128].
2. *Air:* Clean Air Act [42 U.S.C. 7401-7671q].
3. *Noise:* Noise Control Act of 1972 [42 U.S.C. 4901-4918].
4. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303; 23 U.S.C. 138].
5. *Wildlife:* Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536]; Marine Mammal Protection Act [16 U.S.C. 1361-1423h]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667d]; Migratory Bird Treaty Act [16 U.S.C. 703-712].
6. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470f]; Archeological Resources Protection Act of 1977 [16

U.S.C. 470aa-470mm]; Archeological and Historic Preservation Act [16 U.S.C. 469-469c]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013].

7. *Social and Economic:* American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

8. *Wetlands and Water Resources:* Clean Water Act (Section 404, Section 401, Section 319) [33 U.S.C. 1251-1387]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601-4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300f-300j-26]; Rivers and Harbors Act of 1899 [33 U.S.C. 401-406]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act, [16 U.S.C. 3901, 3921]; Wetlands Mitigation [23 U.S.C. 119(g) and 133(b)(14)]; Flood Disaster Protection Act, 42 U.S.C. 4012a, 4106].

9. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 11593 Protection and Enhancement of the Cultural Environment; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

Henry P. Rettinger IV,

Maine Division Administrator, Federal Highway Administration.

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BILLING CODE 4910-RY-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Agency Information Collection Activities; Comment Request Relating to Lien Agreement Notice of Election of and Agreement to Special Lien

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of Information Collection; request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the IRS is inviting comments on the information collection request outlined in this notice.

DATES: Written comments should be received on or before December 14, 2026 to be assured of consideration.

ADDRESSES: Direct all written comments to Andres Garcia, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW, Washington, DC 20224, or