miles,[3] including the connection with the track of Reading Blue Mountain & Northern Railroad Company (RBMN) between LB Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, Pa., and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, Pa., and milepost 158.7, at Hillside, Pa., a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, Pa., and milepost 185.5, at Pittston, Pa., a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, Pa., a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, Pa., a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; (9) the D&H Wilkes-Barre Connector, from milepost A–208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, Pa., a distance of 2.5 miles; and (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Line consists of the following out-of-service segments: (1) the West Pittston Running Track, between milepost 0.0, at West Pittston, Pa., and milepost 3.0, at Harding, Pa., a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, Pa., a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, Pa., a distance of 0.2 miles; (2) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central Scrap, a distance of 2.6 miles; (3) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (4) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, Pa., a distance of 2.5 miles; and (5) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, Pa., a distance of 0.759 miles.[4]

According to the supplemented and restated verified notice, WBT will enter into an agreement with LCRA and LCRC for the acquisition of the Line and operating rights to ensure continued rail service to customers. WBT states that RJLS is currently the common carrier operator for approximately 41.19 miles of the Line pursuant to a lease that has expired. According to the supplemented and restated verified notice, RJLS will be replaced as the common carrier operator, and RJLS's common carrier status over the 41.9-mile portion will terminate.

According to the supplemented and restated verified notice, WBT will grant local trackage rights to RBMN to provide immediate rail service to customers on the Line following the expiration of the incumbent operator's lease. *See Reading Blue Mountain & Northern R.R.—Trackage Rights Exemption—Wilkes-Barre Terminal Ry.,* Docket No. FD 36959 (STB served Oct. 15, 2026), (authorizing RBMN to acquire local trackage rights over the in-service segments of the Line).[5]

According to WBT, the proposed transaction does not contain an interchange commitment. WBT certifies that its projected annual revenues resulting from the transaction will not exceed $5 million and will not result in WBT's becoming a Class I or Class II rail carrier.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. WBT certifies that it has contacted all customers on the Lines to advise them of the planned change in operators.[6] WBT also certifies that it conferred with RJLS concerning the termination of RJLS's common carrier status and that RJLS consents to the change of operator arrangement.

The earliest this transaction may be consummated is November 22, 2026, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than November 13, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36958 (Sub-No. 1), must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on WBT's representative, Justin J. Marks, Clark Hill PLC., 601 13th Street NW, Suite 600, Washington, DC 20005.

According to WBT, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

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

Decided: November 3, 2026.

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

**Stefan Rice,**

*Clearance Clerk.*

[FR Doc. 2026–22666 Filed 11–5–26; 8:45 am]

**BILLING CODE 4915–01–P**

[3] The portion of the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

[4] According to the verified notice, the out-of-service segments are included as part of the proposed transaction because WBT has found no regulatory history to suggest that these segments have been abandoned. WBT states that, although these segments are unlikely to be placed back into active service, WBT recognizes that it will have a common carrier obligation over the out-of-service segments.

[5] Upon consummation of its acquisition authority in this docket, WBT will become a Class III rail carrier. The trackage rights authority in Docket No. FD 36959 cannot be consummated until WBT has exercised its acquisition authority.

[6] WBT also states in its verified notice that it served each affected customer with a copy of the verified notice.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Docket No: FAA–2026–13267]**

### Deadline for Submitting Intent To Use Airport Improvement Program (AIP) Apportioned Funds for Fiscal Year (FY) 2027

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

**ACTION:** Notice.

**SUMMARY:** Title 49 U.S.C. 47105(f) provides that every sponsor of an airport for which AIP funds are apportioned shall notify the Secretary, by such time and in a form prescribed by the Secretary, of its intent to submit a grant application for its available entitlement funds. This notice establishes the annual national deadline and requirements for every airport sponsor to signal their intent to submit applications for FY 2027 AIP entitlement funds. This is necessary to ensure the FAA has sufficient time to convert and carry over (protect) undeclared apportionment funds.

**FOR FURTHER INFORMATION CONTACT:** Airports AIP Program Branch, at *9-ASE-ARP-AIP-Airports@faa.gov.*

**SUPPLEMENTARY INFORMATION:** Pursuant to 49 U.S.C. 47105(f), each airport sponsor receiving apportioned funds must inform the Secretary of its intention to apply for these funds, including any unused funds from previous years (protected carryover). Each airport sponsor must submit notifications for each airport receiving an entitlement amount to their FAA Regional Airports Division/Airports District Office by the national deadline of February 26, 2027. This notification is essential for the efficient planning and management of the AIP. The FAA will carry over and protect any undeclared apportioned funds after this date. Undeclared apportioned funds will be unavailable to the sponsor until the next fiscal year.

The notification must be in writing and include the total amount planned for eligible projects during the FY and confirmation of which projects listed in their Capital Improvement Plans for the current FY will proceed.

State aviation agencies in the FAA's State Block Grant Program must also notify the FAA by this date, with information consistent with the latest Memorandum of Agreement. This should include a plan for both entitlement and state apportionment funds.

Funds from previous FYs that are still available may not be immediately accessible to sponsors when the FAA initiates the AIP for a new fiscal year. The FAA can only issue grants when sufficient funds are appropriated.

Airport sponsors must submit applications for entitlement-only grants on or before April 30, 2027. These applications should be based on construction bids (or negotiated agreements) but may be based on estimates. Final bid dates should be coordinated with your local Region or Airport District Office (ADO), as appropriate, to ensure all grants can be issued based on bids. The submitted applications must comply with statutory pre-grant requirements, including the National Environmental Policy Act and Buy American requirements. If you are unable to meet the required dates, please contact your ADO.

Issued in Washington, DC, on October 29, 2026.

**William C. Garrison,**

*Director, Office of Airport Planning and Programming,*

[FR Doc. 2026–22651 Filed 11–5–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Notice of Intent of Waiver With Respect to Land; Watertown Regional Airport, Watertown, South Dakota

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FAA is considering a proposal to change approximately 4.99 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at the Watertown Regional Airport, Watertown, SD. The aforementioned land is not needed for aeronautical use. The subject property is made up of two parcels of airport property known as the Lot 4 (2.0 acres) and Dakota Tube (2.99 acres) parcels. These parcels are located north of the airport, along the east side of Airport Drive. Both properties are currently being used for industrial purposes and will continue to be used for the same purpose in the future.

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

**ADDRESSES:** All requisite and supporting documentation will be made available for review by appointment at the FAA Dakota-Minnesota Airports District Office, David Ferrell, Program Manager, 2301 University Drive, Building 23B, Bismarck, ND 58504, Telephone: (701) 323–7380.

Written comments on the Sponsor's request may be submitted using any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- *Mail:* David Ferrell, Program Manager, Federal Aviation Administration, Dakota-Minnesota Airports District Office, 2301 University Drive, Building 23B, Bismarck, ND 58504.
- *Hand Delivery:* Deliver to mail address above between 8 a.m. and 4 p.m. Monday through Friday, excluding Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** David Ferrell, Program Manager, Federal Aviation Administration, Dakota-Minnesota Airports District Office, 2301 University Drive, Building 23B, Bismarck, ND 58504. Telephone: (701) 323–7380.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

On November 4, 1947, the United States of America, acting by and through the War Assets Administrator, transferred the subject properties to the City of Watertown via quitclaim deed as surplus property. The properties are not needed for aeronautical purposes and are currently being used for commercial industrial purposes. They will continue to be used for commercial industrial purposes after the proposed sale of the properties. The Airport Sponsor will receive fair market value for the sale of the subject properties.

The disposition of proceeds from the sale of this airport property will be in accordance with sections 47125 and 47151 of Title 49, United States Code and 14 CFR part 155, Release of Airport Property From Surplus Property Disposal Restrictions.

This notice announces that the FAA is considering the release of the subject airport property at the Watertown Regional Airport, Watertown, SD, from federal land covenants, subject to a reservation for continuing right of flight as well as restrictions on the released property as required in FAA Order 5190.6C, section 22.13. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

**Property Descriptions**

Plat of Lot 4 of Airport Industrial Addition to the Municipality of Watertown, South Dakota, Located in the South Half of Section 23—T117N–R53W of the 5th PM, Codington County, South Dakota.

Plat of Dakota Tube Airport Industrial Addition to the Municipality of Watertown, Located in the South half of Section 23—T117N–R53W, Codington County, South Dakota.

Issued in Minneapolis, Minnesota, on October 26, 2026.

**E. Lindsay Terry,**

*Manager, Dakota-Minnesota Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2026–22678 Filed 11–5–26; 8:45 am]

**BILLING CODE 4910–13–P**