Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *http://www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *http://www.dot.gov/privacy.*

Docket: Background documents or comments received may be read at *http://www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jake Troutman, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2026–4426.

Petitioner: Blue Vigil, LLC.

Section(s) of 14 CFR Affected: §§ 107.12 and 107.19.

Description of Relief Sought: Blue Vigil, LLC seeks relief to operate the Blue Vigil AL1000 Autonomous Aerial Light system, a tethered unmanned aircraft system (UAS), weighing less than 55 pounds (lbs.), without a certificated remote pilot-in-command (PIC). The AL1000 is a permanently tethered, fully integrated aerial lighting system used to position a high-intensity Light-Emitting Diode (LED) array above access-controlled worksites for nighttime illumination. The system is physically and programmatically incapable of intentional horizontal movement, operates only within a system-defined operating cylinder, and is limited to a maximum operating height of 110 feet above ground level (AGL) in Class G airspace. Operations would occur only within physically access-controlled worksites, with the system base positioned at least 50 feet from boundaries adjacent to areas accessible to the general public, and with a designated Site Responsible Operator maintaining continuous visual line of sight (VLOS).

[FR Doc. 2026–23201 Filed 11–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0064]

Qualification of Drivers; Exemption Applications; Implantable Cardioverter Defibrillators (ICD)

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

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from five individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against operation of a commercial motor vehicle (CMV) by persons with a current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope (transient loss of consciousness), dyspnea (shortness of breath), collapse, or congestive heart failure. If granted, the exemption would enable the individual with an ICD to operate CMVs in interstate commerce.

DATES: Comments must be received on or before December 16, 2026.

ADDRESSES: You may submit comments identified by Docket No. FMCSA–2026–0064 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov,* insert the docket number (FMCSA–2026–0064) in the keyword box and click ''Search.'' Next, choose the only notice listed, and click on the ''Comment'' button. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the ''Public Participation'' portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–4001; *fmcsamedical@dot.gov.* Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2026–0064), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to *https://www.regulations.gov/docket/FMCSA-2026-0064.* Next, choose the only notice listed, click the ''Comment'' button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as ''PROPIN'' to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of

Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Sarah Stella, Chief, Regulatory Development Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at *sarah.stella@dot.gov.* At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments

To view comments, go to *www.regulations.gov,* insert the docket number (FMCSA–2026–0064) in the keyword box and click ''Search.'' Next, choose the only notice listed, and click ''Browse Comments.'' If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in room W58–213 of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays.

D. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice DOT/ALL–14 FDMS (Federal Docket Management System), which can be reviewed under the ''Department Wide System of Records Notices'' link at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices.* The comments are posted without edit and are searchable by the name of the submitter.

II. Legal Basis

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

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

III. Background

The physical qualification standard for drivers regarding cardiovascular diseases and loss of consciousness provides that a person is physically qualified to drive a CMV if that person has ''no current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse, or congestive cardiac failure'' (49 CFR 391.41(b)(4)). To assist in applying this standard, FMCSA publishes guidance for medical examiners (MEs) in the form of medical advisory criteria in Appendix A to 49 CFR part 391.[1] The advisory criteria for 49 CFR 391.41(b)(4) indicates that ICDs are installed to address an ongoing underlying cardiovascular condition and that syncope or collapse is likely to occur as a result of both the underlying cardiovascular condition as well as when the ICDs discharge. Therefore, ICDs are medically disqualifying. In April 2007, FMCSA published an evidence report titled, ''Cardiovascular Disease and Commercial Motor Vehicle Driver Safety,'' presenting findings regarding cardiovascular disease and CMV driver safety.[2] In December 2014, FMCSA published a research report titled, ''Implantable Cardioverter Defibrillators and the Impact of a Shock in a Patient When Deployed,'' that provided evidence regarding the potential impact of ICD deployment and how it may interfere with the safe operation of a CMV.[3]

The Agency considers the medical advisory criteria, the April 2007 evidence report, the December 2014 research report, the application, any public comments received, and the individual's medical information in deciding whether to grant the exemption.

The five individuals listed in this notice have requested an exemption from 49 CFR 391.41(b)(4). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

IV. Qualifications of Applicants

Ron Bledsoe

Ron Blesdoe is a class C driver's license holder in Texas. A letter from Mr. Blesdoe's cardiologist reports that his ICD was implanted on October 26, 2023, for a history of dilated cardiomyopathy. Mr. Blesdoe's cardiologist also reports that his ICD has never deployed, and his underlying heart condition is stable. Mr. Bledsoe has experienced no heart failure symptoms and no exertional limitations since the ICD was implanted.

Wes Bryant

Wes Bryant is a class A driver's license holder in Tennessee. A January 14, 2026 letter from Mr. Bryant's cardiologist reports that his ICD was implanted on March 2, 2018, for a history of ventricular tachycardia and myocarditis. Mr. Bryant's cardiologist also reports that Mr. Bryant is doing well with no significant arrhythmias since his ICD was implanted and that he has no restrictions currently.

Jayden Fernatt

Jayden Fernatt is a class DV driver's license holder in Alabama. A February 16, 2025 letter from Mr. Fernatt's cardiologist reports his ICD was implanted in 2006, for a history of hypertrophic cardiomyopathy. Mr. Fernatt's cardiologist also reports that the status of the underlying condition is stable.

Terry Plisch

Terry Plisch is a class DM driver's license holder in Tennessee. A September 29, 2026 letter from Mr. Plisch's cardiologist reports that his ICD was implanted on June 23, 2021, for a history of ischemic cardiomyopathy. Mr. Plisch's cardiologist also reports

[1] Appendix A to part 391, Title 49, available at *https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix* A to Part 391.

[2] ''Evidence Report: Cardiovascular Disease'' (Apr. 27, 2007), available at *https://doi.org/10.21949/1502991.*

[3] ''Implantable Cardio Defibrillators and the Impact of a Shock to the Patient when Deployed Research White Paper'' (Dec. 17, 2014), available at *https://www.fmcsa.dot.gov/regulations/medical/implantable-cardio-defibrillators-and-impact-shock-patient-when-deployed.*

that Mr. Plisch's ICD has never deployed and his ejection fraction has improved since his ICD was implanted from 30–35% in 2021 to 40–45%.

Cody Smith

Cody Smith is a class AM driver's license holder in Texas. An August 26, 2026 letter from Mr. Smith's cardiologist reports that his ICD was implanted in August 2016, for an acute myocardial infarction due to ventricular fibrillation. Mr. Smith's cardiologist also reports that he has had no arrhythmic events and no appropriate device therapies since the index event in 2016. Mr. Smith has a sustained arrhythmia- free interval of approximately 10 years and he is clinically stable and asymptomatic.

V. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption applications described in this notice. FMCSA will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2026–23207 Filed 11–13–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0043]

Northern Indiana Commuter Transportation District's Request To Amend Its Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on November 1, 2026, the Northern Indiana Commuter Transportation District (NICD) submitted a request for amendment (RFA) to its FRA-certified positive train control (PTC) system. NICD intends to replace several Cisco Networking devices as part of a PTC hardware replacement project. This will involve three of NICD's trains, Trains 35, 432, and 601, operating without PTC technology for approximately three hours from 11:00 p.m. to 2:20 a.m. on one date that is to be determined following FRA's review and approval. FRA is publishing this notice and inviting public comment on NICD's RFA to its PTC system.

DATES: FRA will consider comments received by December 7, 2026. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to *https://www.regulations.gov* and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0043. For convenience, all active PTC dockets are hyperlinked on FRA's website at *https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets.* All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information.

FOR FURTHER INFORMATION CONTACT: Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: *Gabe.Neal@dot.gov.*

SUPPLEMENTARY INFORMATION: In general, 49 U.S.C. 20157(h) requires FRA to certify that a host railroad's PTC system complies with 49 CFR part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTC Safety Plan (PTCSP), a host railroad must submit, and obtain FRA's approval of, an RFA to its PTC system or PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on November 1, 2026, NICD submitted an RFA to its PTCSP for its Interoperable Electronic Management System (I–ETMS), which seeks FRA's approval for a temporary outage of I–ETMS on three NICD trains to enable NICD to replace several Cisco Networking devices as part of PTC hardware replacement project. That RFA is available in Docket No. FRA–2010–0043.

Interested parties are invited to comment on NICD's RFA by submitting written comments or data. During FRA's review of NICD's RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary modifications to a PTC system. *See* 49 CFR 236.1021; *see also* 49 CFR 236.1011(e). Under 49 CFR 236.1021, FRA maintains the authority to approve, approve with conditions, or deny a railroad's RFA at FRA's sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to *https://www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *https://www.transportation.gov/privacy.* See *https://www.regulations.gov/privacy-notice* for the privacy notice of *regulations.gov.* To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2026–23222 Filed 11–13–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1453]

Agency Information Collection Activities; Notice and Request for Comment; 49 CFR Part 555, Temporary Exemption From Motor Vehicle Safety and Bumper Standards

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on a request for approval of a new information collection.

SUMMARY: NHTSA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. Before a Federal agency can collect certain information from the public, it must receive