

such a carrier.⁷ Pacific intends to begin operations before the end of 2026, (*id.*).

- FlixBus Peru S.A.C., a Peruvian corporation headquartered in Lima, Peru, that provides a brokerage network technology platform for intercity passenger motor carrier travel in Peru, and which is 99.9% owned by LATAM and 0.1% owned by Flix SE, (*id.* at 9);

- Flixbus Mexico S.A. de C.V., a Mexican corporation headquartered in Mexico City, Mexico, that provides a brokerage network technology platform for intercity passenger motor carrier travel in Mexico, and which is 99.998% owned by LATAM and 0.002% owned by Flix North America, (*id.* at 9); and

- LATAM, a Mexican corporation headquartered in Mexico City, Mexico, that provides various support services by contract for the Americas Affiliates, including accounting and human resources, and which is 99.998% owned by Flix SE and 0.002% owned by Flix North America, (*id.*).

In the application, Applicants seek Board approval to continue in control of Midwest upon it obtaining authority to operate as a regulated passenger motor carrier.⁸ According to Applicants, Greyhound intends to move routes currently operated by Greyhound into the operations of Midwest, with the service anticipated to include the Atlanta-Cleveland, Atlanta-Detroit, Atlanta-Memphis, Baltimore-Pittsburgh, Chicago-Atlanta, Chicago-Baltimore, Chicago-Detroit, Chicago-Minneapolis, Detroit-Montgomery, Detroit-New York City, Detroit-Pittsburgh, and Pittsburgh-Washington, DC, origin-destination lines. (*Id.* at 11.) The application states that Greyhound, through Midwest, seeks to regionalize its operational structure in this region in order to operate more efficiently and deliver stronger results for customers. (*Id.*)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds is consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges resulting from the proposed transaction, and (3) the interest of affected carrier employees. Here, Applicants have submitted the information required by 49 CFR 1182.2, including (1) information to demonstrate that Applicants' continuance in control of Midwest upon it becoming a regulated passenger motor

carrier is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7); and (2) a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5).

Applicants submit evidence that granting the application would be consistent with the public interest. (Appl. 11–13.) According to Applicants, Applicants and Midwest have identified service areas that will be operated by Midwest as a regional affiliate of Greyhound, instead of as presently operated by Greyhound. (*Id.* at 12.) Accordingly, Applicants anticipate that services available to the public will not change, except for the expected improvements in services to be gained through the efficiencies of a regionalized operational structure. (*Id.*)

Applicants concede that this transaction may result in additional fixed costs to the extent that Midwest borrows funds to finance a portion of equipment acquisition over time. (*Id.* at 12.) However, Applicants assert that any such increase will not have a material impact on the transaction or Midwest's implementation of services. (*Id.*) Applicants further state that the proposed transaction will not adversely affect Midwest's employees, as Midwest is a newly formed entity that has no current employees. (*Id.*) Applicants state that the contemplated action and resulting assumption of scheduled intercity passenger service will continue to require the same jobs for drivers, mechanics, and other support personnel. (*Id.*) Thus, the application concludes, employee interests, although future in nature, will be served to the greatest degree possible. (*Id.*)

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

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

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

It is ordered:

1. Applicants' continuance in control of Midwest upon it becoming a federally regulated passenger motor carrier is approved and authorized, subject to the filing of opposing comments.

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

3. This notice will be effective on August 11, 2026, unless opposing comments are filed by August 10, 2026. If any comments are filed, Applicants may file a reply by August 24, 2026.

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

Decided: June 18, 2026.

By the Board, Board Members Fuchs, Hedlund, Kloster, and Schultz.

Tammy Lowery,

Clearance Clerk.

[FR Doc. 2026–12764 Filed 6–24–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–4170]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Alternative Pilot Physical Examination and Education Requirements (BasicMed)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 22, 2026. The Federal Aviation Administration Extension, Safety, and Security Act of 2016 (FESSA) was enacted on July 15, 2016. Section 2307 of FESSA, Medical Certification of Certain Small Aircraft Pilots, directed

⁷ Flix SE, Flix N. Am. Inc., & Greyhound Lines, Inc.—Control—Pac. Nw. Bus LLC, MCF 21142 (STB served Mar. 13, 2026).

⁸ Notably, FMCSA authority is required to operate as an interstate motor passenger carrier and thus is not granted by this decision. *See* 49 CFR pt. 365.

the FAA to “issue or revise regulations to ensure that an individual may operate as pilot in command of a covered aircraft” without having to undergo the medical certification process prescribed by FAA regulations if the pilot and aircraft meet certain prescribed conditions as outlined in FESSA. This collection enables those eligible airmen to establish their eligibility with the FAA.

DATES: Written comments should be submitted by July 27, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Brad Zeigler by email at: bradley.c.zeigler@faa.gov; phone: 202–267–9601.

SUPPLEMENTARY INFORMATION: *Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

OMB Control Number: 2120–0770.

Title: Alternative Pilot Physical Examination and Education Requirements (BasicMed).

Form Numbers: FAA form 8700–2.

Type of Review: Renewal.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 22, 2026 (91 FR 21591). The FAA will use this information to determine that individual pilots have met the requirements of section 2307 of Public Law 114–190. It is important for the FAA to know this information as the vast majority of pilots conducting operations described in section 2307 of Public Law 114–190 must either hold a valid medical certificate or be conducting operations using the requirements of section 2307 as an alternative to holding a medical certificate.

The FAA published a final rule, Alternative Pilot Physical Examination and Education Requirements, to implement the provisions of section 2307, on January 11, 2017.

Respondents: Approximately 50,000 individuals.

Frequency: Course: Once every two years; medical exam: once every four years.

Estimated Average Burden per Response: 21 minutes.

Estimated Total Annual Burden: 17,500 hours.

Issued in Washington, DC, on June 23, 2026.

Eugene H. McClure III,

Manager, General Aviation and Commercial Division, Office of Safety Standards, Flight Standards Service.

[FR Doc. 2026–12786 Filed 6–24–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2026–1057]

Notice of Petition for Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that the Virginia Museum of Transportation (VMT) petitioned FRA for relief from certain regulations concerning removal of a locomotive’s arch brick during an annual steam locomotive inspection.

DATES: FRA must receive comments on the petition by August 24, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket 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 docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Michael Barron, Railroad Safety

Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–1367, email: michael.barron@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received May 6, 2026, VMT petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 230 (Steam Locomotive Inspection and Maintenance Standards). FRA assigned the petition Docket Number FRA–2026–1057.

Specifically, VMT seeks relief from the requirements of § 230.61(c), *Arch tubes, water bar tubes, circulators and thermic siphons—method of examination*, for locomotive Norfolk and Western 611. VMT requests relief from the requirement to remove a locomotive’s arch brick when performing an annual inspection and contends that the brick usually breaks during the removal process. In its petition, VMT states that the arch is exposed on the bottom side and sufficiently accessible for an ultrasonic examination by removing small pieces of brick from the upper side. In addition, VMT notes that the arch tubes were renewed in July 2025.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by August 24, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these