

sponsored studies, and input received from government/industry safety forums, the FAA concluded that wide implementation of FOQA programs could have significant potential to reduce air carrier accident rates below current levels. The value of FOQA programs is the early identification of adverse safety trends, which, if uncorrected, could lead to accidents. A key element in FOQA is the application of corrective action and follow-up to ensure that unsafe conditions are effectively remediated.

Respondents: 69 Air Carriers (57 with existing programs and 12 with new programs).

Frequency: Once for certificate holders requesting a new program, monthly for certificate holders with an existing program.

Estimated Average Burden per Response: 100 hours for new respondents, 30 hours annually for existing respondents.

Estimated Total Annual Burden: 100 hours for new respondents, 7.5 hours for existing respondents totaling 400 hours for new respondents and 2,070 for existing respondents.

Issued in Washington, DC.

Hugh J. Thomas,

Acting Deputy Executive Director, Flight Standards Service.

[FR Doc. 2026-07840 Filed 4-21-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Space Launch and Reentry Licensing and Permitting User Fees

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

ACTION: Policy statement.

SUMMARY: This document provides notice of the FAA imposing commercial space launch and reentry licensing and permitting user fees, as required under statute.

FOR FURTHER INFORMATION CONTACT: James A. Hatt, Manager, Space Policy Division, Office of Commercial Space Transportation, Federal Aviation Administration, 1200 New Jersey Ave. SW, Washington, DC 20591, 202-549-2325, James.A.Hatt@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901 through 50924 (“Act”), authorizes the Secretary of

Transportation, and the Administrator of the FAA through delegation,¹ to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites as carried out by United States citizens or within the United States. The Act’s requirements are implemented in parts 400 through 460 of title 14 of the Code of Federal Regulations (14 CFR).

On July 4, 2025, President Trump signed the One Big Beautiful Bill Act (Pub. L. 119-21) establishing a fee beginning in 2026 for each launch or reentry carried out under a license or permit issued under section 50904 (51 U.S.C. 50924, as established by section 4004 of Pub. L. 119-21, title IV, § 40004(a), 139 Stat. 132 (July 4, 2025)). Section 50924 further directs the Secretary of Transportation to collect and deposit the fees in a newly established “Office of Commercial Space Transportation Launch and Reentry Licensing and Permitting Fund” located in the Treasury of the United States. The user fee is to be assessed in an amount equal to the lesser of two amounts prescribed by two fee schedules. Both fee schedules set forth specific rates for each calendar year. One fee schedule establishes the rate that is to be assessed for each pound of the weight of the payload, while the other one provides a maximum user fee.

For the purpose of collecting the user fees required by 51 U.S.C. 50924, FAA will begin including terms and conditions that outline the fee assessment and collection procedures as set forth by 51 U.S.C. 50924 in experimental permits and vehicle operator licenses subject to those fees. Regardless of whether the permit or license contains those terms and conditions, operators are still liable for user fees under 51 U.S.C. 50924 for all launches and reentries conducted in 2026 under a license or permit issued under section 50904.

II. Fee Assessment and Payment Process Under 51 U.S.C. 50924

51 U.S.C. 50924 requires FAA to assess the user fees based on the weight of the payload on each launch or reentry carried out under a license or permit issued pursuant to 51 U.S.C. 50904 during 2026 or a subsequent year. For each launch or reentry, vehicle operators are currently required to provide FAA with the weight of the payload at least 60 days prior to each mission.² FAA will use the payload weight provided by vehicle operators as part of their pre-flight reporting submission to calculate the user fee owed for the launch or reentry and will

issue a fee notification to the vehicle operator reflecting the amount due. As reflected in the terms and conditions that FAA will incorporate into all new licenses and permits, vehicle operators will then have thirty (30) days from the date of the issuance of the fee notification in order to submit payment for the user fee in accordance with the instructions provided in the fee notification. This includes notifications for fees accrued since January 1, 2026, which FAA intends to issue later in 2026.

Endnotes

¹ See 49 CFR 1.83(b).

² See, e.g., 14 CFR 450.43(i) and .213(b)(1).

Issued in Washington, DC.

Minh A. Nguyen,

Deputy Associate Administrator, Office of Commercial Space Transportation.

[FR Doc. 2026-07789 Filed 4-21-26; 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 Aviation Administration Extension, Safety, and Security Act of 2016 (Pub. L. 114-190) (FESSA) was enacted on July 15, 2016. Section 2307 of FESSA, Medical Certification of Certain Small Aircraft Pilots, directed 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 June 22, 2026.

ADDRESSES: Please send written comments:

By *Electronic Docket*: www.regulations.gov (Enter docket number into search field).

By *Mail*: Christopher Morris, AFS-830, 800 Independence Ave. SW, Washington, DC 20591.

By *Email*: chris.morris@faa.gov.

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. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

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 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 April 16, 2026.

Eugene H. McClure, III,

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

[FR Doc. 2026-07774 Filed 4-21-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for the Fiscal Year 2025 and 2026 Consolidated Rail Infrastructure and Safety Improvements Program

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

ACTION: Notice.

SUMMARY: The Federal Railroad Administration has published a Notice of Funding Opportunity (NOFO), which details the application requirements and procedures to obtain grant funding for eligible projects under the Fiscal Year (FY) 2025 and 2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI). The total funding available for awards under the NOFO is up to \$2,039,246,480. The full text of the NOFO can be found on FRA's website: <https://railroads.dot.gov/elibrary/fy-2025-2026-nofo-crisi> and at <https://www.Grants.gov> using the funding opportunity ID FR-CRS-26-001.

DATES: Applications for funding under this solicitation are due no later than 11:59 p.m. Eastern Time (ET) June 22, 2026. Applications that are incomplete or received after 11:59 p.m. ET June 22, 2026 will not be considered for funding. FRA reserves the right to modify this deadline. See Section 4 of the NOFO for additional information on the application process.

ADDRESSES: Applicants must submit all application materials, in their entirety, through <https://www.Grants.gov>. FRA is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of files provided, please contact FRA-NOFO-Support@dot.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, grant application submission, and processing questions, please contact Deborah.Kobrin@dot.gov.

SUPPLEMENTARY INFORMATION: The full text of the NOFO can be found on FRA's website: <https://railroads.dot.gov/elibrary/fy-2025-2026-nofo-crisi> and at

<https://www.Grants.gov> using the funding opportunity ID FR-CRS-26-001. The total funding available for awards under the issued NOFO is up to \$2,039,246,480.

David A. Fink,
Administrator.

[FR Doc. 2026-07823 Filed 4-21-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for the Fiscal Years 2025-2026 Federal-State Partnership for Intercity Passenger Rail Program for Projects Located on the Northeast Corridor (Partnership-NEC)

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

ACTION: Notice.

SUMMARY: The Federal Railroad Administration has published a Notice of Funding Opportunity (NOFO), which details the application requirements and procedures to obtain grant funding for eligible projects for the Fiscal Years 2025-2026 Federal-State Partnership for Intercity Passenger Rail Program for projects located on the Northeast Corridor (Partnership-NEC). The total funding available for awards under the NOFO is up to \$4,750,212,830. The full text of the NOFO can be found on FRA's website: <https://railroads.dot.gov/elibrary/fy-2025-2026-nofo-nec-partnership>, and at <https://www.Grants.gov> using the funding opportunity ID FR-FSP-26-001.

DATES: Applications for funding under this solicitation are due no later than 11:59 p.m. Eastern Time (ET) May 5, 2026. Applications that are incomplete or received after 11:59 p.m. ET May 5, 2026, will not be considered for funding. FRA reserves the right to modify this deadline. See Section 4 of the NOFO for additional information on the application process.

ADDRESSES: Applicants must submit all application materials, in their entirety, through <https://www.Grants.gov>. FRA is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of files provided, please contact lou.loreello@dot.gov.

FOR FURTHER INFORMATION CONTACT: For further information concerning this notice, grant application submission,