

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.*

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## 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](mailto: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,<sup>1</sup> 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.<sup>2</sup> 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

<sup>1</sup> See 49 CFR 1.83(b).

<sup>2</sup> 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.*

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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.