

exemption from SBA for a proposed financing to iCOUNTER, 12240 Inwood Road, Suite 430, Dallas, TX 75244.

The financing is brought within the purview of 13 CFR 107.730(a) of the Code of Regulations because iCOUNTER is an Associate of Frontier Fund I Alpha, LP because Associate John Watters owns a greater than ten percent interest in iCOUNTER, is a venture partner in America's Frontier Fund, is a paid consultant to Frontier Fund I Alpha, LP, a Limited Partner to Frontier Fund I Alpha, LP, and holds a 3% interest in Frontier Fund I Alpha GP, LLC, and therefore this transaction is considered Financing which constitute conflicts of interest requiring SBA's prior written exemption.

Notice is hereby given that any interested person may submit written comments on the transaction, within fifteen days of the date of this publication, to the Associate Administrator, Office of Investment and Innovation, U.S. Small Business Administration, 409 Third Street SW, Washington, DC 20416.

**Paul Salgado,**

*Director, Investment Portfolio Management, Office of Investment and Innovation.*

[FR Doc. 2026-07798 Filed 4-21-26; 8:45 am]

**BILLING CODE 8026-09-P**

**SMALL BUSINESS ADMINISTRATION**

[License No. 02020679]

**Deerpath Funding Advantage IV, LP; Notice Seeking Exemption Under Section 312 of the Small Business Investment Act, Conflicts of Interest**

Notice is hereby given that Deerpath Funding Advantage IV, LP 500 East Broward Blvd., Suite 2300, Fort Lauderdale, FL 33394, Federal Licensee under the Small Business Investment Act of 1958, as amended ("the Act"), in connection with the proposed purchase of securities from Associates of Deerpath Funding Advantage IV, LP, has sought an exemption under Section 312 of the Act and 13 CFR 107.730, *Financings which Constitute Conflicts of Interest* of the Code of Federal Regulations. Deerpath Funding Advantage IV, LP is seeking a written exemption from SBA for a proposed transaction with certain non-SBIC Deerpath Capital funds in which securities of a portfolio concern would be purchased by Deerpath Funding Advantage IV, LP.

The financing is brought within the purview of 13 CFR 107.730(a) of the Regulations because the non-SBIC Deerpath Capital funds are Associates of

Deerpath Funding Advantage IV, LP as they are under Common Control and therefore this transaction is considered a Financing which constitutes a conflict of interest requiring SBA's prior written exemption.

Notice is hereby given that any interested person may submit written comments on the transaction, within fifteen days of the date of this publication, to the Associate Administrator, Office of Investment and Innovation, U.S. Small Business Administration, 409 Third Street SW, Washington, DC 20416.

**Paul Salgado,**

*Director, Investment Portfolio Management, Office of Investment and Innovation.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA-2026-1344]

**Agency Information Collection**

**Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Flight Operations Quality Assurance (FOQA) Program**

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

**ACTION:** 30-Day notice and request for comments; extension of a currently approved information collection: 91 FR 3766.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request from the Office of Management and Budget (OMB) approval to renew an information collection request (ICR). The collection involves the voluntary submission of information gained through the Flight Operations Quality Assurance (FOQA) Program. FOQA is a voluntary safety program designed to improve aviation safety through the proactive use of flight-recorded data. The information collected will allow operators to use this data to identify and correct deficiencies in all areas of flight operations. A **Federal Register** Notice with a 60-day comment period soliciting comments on this collection of information was published on January 28, 2026. This 30-day notice is concurrent with submitting the information collection renewal request to the Office of Management and Budget (OMB). Comments received on this notice will

be seen by OMB and the FAA as the requesting agency.

**DATES:** Written comments should be submitted by May 22, 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](http://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:**

Sandra Ray, Flight Standards, Office of Safety Standards, Safety Management Branch (AFS-940) by email at: [sandra.ray@faa.gov](mailto:sandra.ray@faa.gov); phone: 412-546-7344.

**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:* 2120-0660.

*Title:* Flight Operations Quality Assurance (FOQA) Program.

*Form Numbers:* None.

*Type of Review:* Renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 28, 2026 (91 FR 3766). Flight Operations Quality Assurance (FOQA) is a voluntary safety program designed to improve aviation safety through the proactive use of flight-recorded data. Operators will use this data to identify and correct deficiencies in all areas of flight operations.

Properly used, FOQA data can reduce or eliminate safety risks, as well as minimize deviations from regulations. Through access to de-identified aggregate FOQA data, the Federal Aviation Administration (FAA) can identify and analyze national trends and target resources to reduce operational risks in the National Airspace System (NAS), air traffic control (ATC), flight operations and airport operations.

The FAA and the air transportation industry have sought additional means for addressing safety problems and identifying potential safety hazards. Based on the experiences of foreign air carriers, the results of several FAA-

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]

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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.*

[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.