

construction, upgrades, maintenance, and modifications of transmission lines, substations, switchyards, communication infrastructure, access roads, and associated system components needed to interconnect new or modified generation resources. TVA will consult with applicable federal, state, and tribal authorities, and ensure compliance with relevant environmental statutes including, but not limited to, the Clean Water Act, Endangered Species Act, and National Historic Preservation Act.

Background

The Tennessee Valley region is experiencing rapidly growing electricity demand driven by population increases, industrial expansion, and high-load developments. Generator interconnection requests—ranging from small, distributed resources to large utility-scale projects—require transmission system evaluations and, where necessary, construction or modification of transmission assets. A map showing TVA's power service territory is available on the project web page at www.tva.gov/nepa.

Traditionally, TVA conducts environmental reviews of interconnection related transmission actions as connected actions to each generation project. However, the consistent and predictable nature of environmental impacts associated with these actions makes them suitable for programmatic analysis. Implementation of a PEIS would allow TVA to separate environmental review of interconnection driven transmission actions from individual generation projects while ensuring NEPA compliance through appropriate tiering.

Project Purpose and Need

The purpose of the proposed action is to establish a programmatic NEPA approach that supports TVA's statutory mission to provide reliable, affordable electricity while meeting rising regional demand. TVA needs an efficient pathway to evaluate transmission system impacts associated with generator interconnections in a manner that reduces schedule risk, improves process consistency, and maintains system reliability within the TVA service territory.

A programmatic NEPA review is needed because generator interconnection related transmission activities generally fall within predictable environmental impact categories that can be bounded at a programmatic level. This approach will support -near-term capacity needs, enable accelerated interconnections of qualifying generation projects, and

ensure alignment with TVA's updated NEPA regulations.

Preliminary Proposed Action and Alternatives

Under the No Action Alternative, TVA would continue to conduct project specific NEPA reviews for all interconnection driven transmission actions under LGIP, SGIP, and ERAS. No programmatic framework or bounded criteria would be established. This alternative serves as the baseline for comparison.

Under the Action Alternative, TVA proposes to prepare a PEIS that evaluates typical environmental impacts associated with interconnection driven transmission actions and establishes bounding criteria, screening tools, and standardized siting requirements. Under this alternative:

- TVA would utilize the ESC to assess each proposed interconnection site and determine whether actions fall within the programmatic bounds.
- Site-specific NEPA analyses would be completed only when a proposed action exceeds bounding criteria or requires additional consultation.
- The PEIS would cover new construction, modification, operation, and maintenance of transmission lines, substations, switchyards, communication systems, access roads, and underground components.
- The approach would apply consistently across LGIP (≤ 20 MW), SGIP (≤ 20 MW), and ERAS (targeted > 20 MW).

This alternative is intended to streamline environmental decision-making, enhance schedule certainty, and support TVA's reliability obligations while maintaining full compliance with NEPA and other federal environmental requirements.

Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

TVA requests assistance with identifying any new potential alternatives to the proposed action to be considered. TVA also requests assistance with identifying any new potential impacts of the proposed action, identifying the activity and the potential impact that should be analyzed. Information interested parties possess which would assist in the analysis of resources issues is also appreciated. TVA is particularly interested in public input on other reasonable alternatives that should be considered in the PEIS. The preliminary identification of reasonable alternatives, information, and analyses relevant to

the proposed action in this notice is not meant to be exhaustive or final.

Public Participation

The public is invited to submit comments on the scope of this PEIS no later than the date identified in the **DATES** section of this notice. Federal, state, and local agencies and Native American Tribes are also invited to provide comments. Information about this project is available on the TVA web page at www.tva.gov/nepa, including a link to an online public comment page. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection. Following analysis of the issues, TVA will prepare the draft PEIS for public review and comment; expected to be released fall of 2026. TVA anticipates the final PEIS in early 2027. In finalizing the PEIS and in making its final decision, TVA will consider the comments that it receives during scoping.

Dawn Booker,

Senior Manager, NEPA Compliance.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Advisory Circular: AC 413.13-1A Guidance on Submitting an Application for a Part 450 Vehicle Operator License

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

ACTION: Notice of availability, request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is seeking public comments on its revised draft advisory circular (AC) for the Guidance on Submitting an Application for a Part 450 Vehicle Operator License. This revised AC provides guidance on demonstrating compliance with the requirements of a license application in accordance with §§ 413.11 and 413.13 of title 14 of the Code of Federal Regulations (14 CFR). It details the criteria for submitting an application and the FAA's evaluation of the application for a license determination under 14 CFR part 450.

DATES: Written comments must be received by August 19, 2026.

ADDRESSES: Please send comments identified with "AC 413.13-1A Guidance on Submitting an Application

for a Part 450 Vehicle Operator License,” to email address: 9-AST-ASZ210-Directives@faa.gov.

FOR FURTHER INFORMATION CONTACT: James Hatt, Space Policy Division Manager, ASZ-200, Federal Aviation Administration, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590 USA; email James.A.Hatt@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901 through 50923 (“the Act”), authorizes DOT and FAA through delegation, 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).

Title 14 of the Code of Federal Regulations (14 CFR) outlines requirements for § 413.11 (Acceptance of an Application) and § 413.13 (Complete Application). The FAA has revised its previously published AC to provide additional guidance on acceptable means of compliance with these sections. This new AC supersedes AC 413.13-1, “Guidance on Submitting a Complete Enough and Complete Application for a Vehicle Operator License,” dated December 18, 2023. This updated draft AC focuses on requirements for vehicle operator licenses under Part 450, offering guidance on application acceptance criteria and submission schedules that impact the FAA’s evaluation process.

Expected Criticisms/Reactions: We anticipate a positive response from industry stakeholders to this AC, as its release and revision has been highly anticipated. In addition, we expect that other government entities will welcome the AC as it provides clear, standardized guidance that supports interagency coordination and compliance with regulatory frameworks. Advocacy groups are also likely to respond favorably, recognizing that the AC reflects industry best practices and promotes safety, transparency, and accountability in launch vehicle operations.

Comments Invited

The FAA invites the public to submit comments on the draft AC, using the method specified in the **ADDRESSES** section above. Commenters should include the subject line “AC number

and title” on all comments submitted to the FAA. The most helpful comments will reference specific paragraphs of the draft document, provide the rationale for any recommended changes, and include supporting data. The FAA will consider all comments received on or before the closing date prior to issuing the final AC. The FAA will also consider late filed comments if it is possible to do so without incurring additional expense or delay [if applicable].

You may examine the draft AC on the agency’s public website *Commercial Space Draft Advisory Circulars* available for Public Comment web page located at: https://www.faa.gov/space/legislationregulationguidance/draft_docs/ac.

Issued in Washington, DC.

James A. Hatt,

Manager, Space Policy Division, Office of Commercial Space Transportation.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Advisory Circular: AC 413.5-1 Pre-Application Consultation and Lifecycle Overview for Licenses and Permits

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

ACTION: Notice of availability, request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is soliciting public comment on draft advisory circular (AC) for Pre-Application Consultation and Lifecycle Overview for Licenses and Permits. This Advisory Circular (AC) assists prospective applicants in obtaining commercial space authorizations from FAA and provides guidance for operating in compliance with FAA commercial space in accordance with title 14 of the Code of Federal Regulations (14 CFR) § 413.5.

DATES: Written comments must be received by August 19, 2026.

ADDRESSES: Please send comments identified with “Pre-Application Consultation and Lifecycle Overview for Licenses and Permits,” to the following email address: 9-AST-ASZ210-Directives@faa.gov.

FOR FURTHER INFORMATION CONTACT: James Hatt, Space Policy Division Manager, ASZ-200, Federal Aviation Administration, 1200 New Jersey Avenue SE, West Building, Washington,

DC 20590, USA; email James.A.Hatt@faa.gov.

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Background

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In accordance with § 413.5, a prospective applicant must consult with FAA before they submit an application to discuss the application process and possible issues relevant to FAA’s licensing or permitting decision. To provide thorough guidance, this AC provides prospective applicants with an overview of the commercial space license and permit process lifecycle. Prospective applicants begin the process with early pre-application consultation and continue through formal pre-application consultation, application submission, and initial application screening. For accepted applications, this AC lays out a high-level outline of FAA’s evaluation and determination process for license and permit applications. Additionally, post-determination topics include compliance monitoring and license modification requests. FAA considers this AC an accepted means of compliance for complying with the regulatory requirements of § 413.5.

Expected Criticisms/Reactions: We anticipate a positive response from industry stakeholders to this AC, as its release has been highly anticipated. In addition, we expect that other government entities will welcome the AC as it provides clear, standardized guidance that supports interagency coordination and compliance with regulatory frameworks. Advocacy groups are also likely to respond favorably, recognizing that the AC reflects industry best practices and promotes safety, transparency, and accountability in launch vehicle operations.

Comments Invited

The FAA invites the public to submit comments on the draft AC, using the method specified in the **ADDRESS** section above. Commenters should include the subject line “AC number and title” on all comments submitted to the FAA.