

takings that might require compensation under the Fifth Amendment to the U.S. Constitution.

J. Review Under the Treasury and General Government Appropriations Act, 2001

Section 515 of the Treasury and General Government Appropriations Act, 2001 (44 U.S.C. 3516, note) provides for Federal agencies to review most disseminations of information to the public under information quality guidelines established by each agency pursuant to general guidelines issued by OMB. OMB's guidelines were published at 67 FR 8452 (Feb. 22, 2002), and DOE's guidelines were published at 67 FR 62446 (Oct. 7, 2002). Pursuant to OMB Memorandum M-19-15, Improving Implementation of the Information Quality Act (April 24, 2019), DOE published updated guidelines which are available at: www.energy.gov/cio/department-energy-information-quality-guidelines. DOE has reviewed this interim final rule under the OMB and DOE guidelines and has concluded that it is consistent with applicable policies in those guidelines.

K. Review Under Executive Order 13211

E.O. 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use," 66 FR 28355 (May 22, 2001), requires Federal agencies to prepare and submit to OIRA at OMB, a Statement of Energy Effects for any significant energy action. A "significant energy action" is defined as any action by an agency that promulgates or is expected to lead to promulgation of a final rule, and that: (1) is a significant regulatory action under E.O. 12866, or any successor order and is likely to have a significant adverse effect on the supply, distribution, or use of energy; or (2) is designated by the Administrator of OIRA as a significant energy action. For any significant energy action, the agency must give a detailed statement of any adverse effects on energy supply, distribution, or use should the rule be implemented, and of reasonable alternatives to the action and their expected benefits on energy supply, distribution, and use.

This interim final rule of obsolete traffic control regulations is not a significant regulatory action under E.O. 12866. Moreover, it would not have a significant adverse effect on the supply, distribution, or use of energy, nor has it been designated as such by the Administrator at OIRA. Accordingly, DOE has not prepared a Statement of Energy Effects.

L. Review Under Additional Executive Orders and Presidential Memoranda

DOE has examined this interim final rule and determined that it is consistent with the policies and directives outlined in E.O. 14192, "Unleashing Prosperity Through Deregulation" and E.O. 14219, "Ensuring Lawful Governance and Implementing the President's 'Department of Governmental Efficiency' Deregulatory Initiative. This interim final rule is expected to be an Executive Order 14192 deregulatory action.

M. Congressional Notification

As required by 5 U.S.C. 801, DOE will report to Congress on the promulgation of this interim final rule before its effective date. The report will state that it has been determined that the rule is not a "major rule" as defined by 5 U.S.C. 804(2).

V. Approval of the Office of the Secretary

The Secretary of Energy has approved the publication of the interim final rule; request for comment.

List of Subjects in 10 CFR Part 861

Federal buildings and facilities, Penalties, Traffic regulations.

Signing Authority

This document of the Department of Energy was signed on July 28, 2026, by James Danly, Deputy Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on August 10, 2026.

Treena V. Garrett,
*Federal Register Liaison Officer, U.S.
Department of Energy.*

PART 861—[REMOVED AND RESERVED]

■ For the reasons set forth in the preamble, under the authority of 42 U.S.C. 2201, DOE is removing and reserving 10 CFR Part 861.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 27

[Docket No. FAA-2025-5245; Special Conditions No. 25-895-SC]

Special Conditions: Skyrise, Robinson Helicopter Company Model R66 Helicopter; Flight Control System Annunciation of Control

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued for the Robinson Helicopter Company (Robinson) Model R66 helicopter. This helicopter, as modified by Skyrise, will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for normal category helicopters. This design feature replaces the mechanical flight controls with a digital fly-by-wire (FBW) system. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: Effective September 11, 2026.

FOR FURTHER INFORMATION CONTACT: Johannes VanHoudt, Product Policy Management, AIR-62B, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329-4144; email john.g.van.houdt@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On April 10, 2023, Skyrise applied for a supplemental type certificate (STC) for replacing the current mechanical primary flight controls with an FBW flight control system (FCS) in the Robinson Model R66 helicopter. The Robinson Model R66 helicopter, currently approved under Type Certificate No. R00015LA, is a single engine normal category rotorcraft with a maximum takeoff weight of 2,700 pounds and a maximum seating capacity of five passengers. The Model R66 is a single pilot helicopter approved for day and night operations under visual flight rules (VFR) only.

Section 27.695 was issued in 1964 for rotorcraft with rudimentary mechanical

systems. The state of technology at that time provided no basis for a digital replacement. Skyrise is proposing to replace the current mechanical primary flight controls on the Model R66 helicopter with a digital FBW FCS. Because of the loss of pilot awareness that would have been provided by mechanical system feedback to the cyclic, an annunciation requirement is necessary through these special conditions.

Type Certification Basis

Under the provisions of 14 CFR 21.101, Skyrise must show that the Robinson Model R66 helicopter, as changed, continues to meet the applicable provisions of the regulations incorporated by reference in Type Certificate No. R00015LA or the applicable regulations in effect on the date of application for the change.

If the Administrator finds that the applicable airworthiness regulations (*i.e.*, 14 CFR part 27) do not contain adequate or appropriate safety standards for the Robinson Model R66 helicopter because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for an STC to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Robinson Model R66 helicopter must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34, and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

Novel or Unusual Design Features

The Robinson Model R66 helicopter would incorporate the following novel or unusual design feature:

A primary FCS that replaces the mechanical cyclic and collective with an FBW FCS. Skyrise applied for a supplemental type certificate for a system with aircraft-agnostic flight automation technology, the SkyOS, in Robinson Model R66 rotorcraft. The flight control inputs from this FBW system will replace the tactical feedback from pushrods with a position

calculated by a computer. The SkyOS does not modify the engine, main rotor, tail rotor, or physical travel limits of the flight control surfaces.

Discussion

The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards. The special conditions are required to address the gap in the regulation that was created by the replacement of mechanical primary flight control with digital controls. Section 27.695 is based on the ability of the pilot to manage control of the rotorcraft with tactile feedback, which does not exist in the proposed FBW design. As such, to provide the same level of safety, these special conditions would require a display of the commanded positions of the primary flight controls and any information regarding the FBW system state of operation.

The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Discussion of Comments

The FAA issued Notice of Proposed Special Conditions No. 27–26–01–SC for the Robinson Model R66 helicopter, which was published in the **Federal Register** on April 21, 2026 (91 FR 21268). One commenter stated general disagreement without explanation and without requesting a change to the proposed special conditions.

The special conditions are adopted as proposed.

Applicability

As discussed above, these special conditions are applicable to the Robinson Model R66 helicopter. Should Skyrise apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. R00015LA to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well.

Conclusion

This action affects only a certain novel or unusual design feature on one helicopter model. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the helicopter.

List of Subjects in 14 CFR Part 27

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Robinson Helicopter Company (Robinson) Model R66 helicopter, as modified by Skyrise.

Flight Control Systems

The flight control system functions, controls, indications, and alerts must be designed to minimize flightcrew errors and confusion concerning operation of the flight control system. This includes any degraded functions required for continued safe flight and landing. Means must be provided to indicate the current mode of operation to the pilot. The controls and indications must be grouped and presented to the pilot in a format that clearly defines the flight control system functions. The displayed information must be visible to the flightcrew under all expected lighting conditions.

Issued in Fort Worth, Texas, on August 8, 2026.

Jorge R. Castillo,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–6370; Airspace Docket No. 26–AEA–9]

RIN 2120–AA66

Amendment of Class E Airspace Over Staunton, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace over Staunton, VA. This action expands that portion of the Staunton, VA Class E5 airspace extending to the northwest of Bridgewater Air Park from “within 1.5 miles either side of the 338°