SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given as a result of the Administrator's disaster declaration, applications for disaster loans may be submitted online using the MySBA Loan Portal *https://lending.sba.gov* or in person at other locally announced locations. For further assistance please contact the SBA disaster assistance customer service center by email at *disastercustomerservice@sba.gov* or by phone at 1–800–659–2955. If you are deaf, hard of hearing, or have a speech disability, please dial 7–1–1 to access telecommunications relay services.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Wyandotte.

Contiguous Counties:

Kansas: Johnson, Leavenworth.

Missouri: Clay, Jackson, Platte.

The Interest Rates are:

	Percent
For Physical Damage:	
Homeowners with Credit Available Elsewhere	6.000
Homeowners without Credit Available Elsewhere	3.000
Businesses with Credit Available Elsewhere	8.000
Businesses without Credit Available Elsewhere	4.000
Private Non-Profit Organizations with Credit Available Elsewhere	3.625
Private Non-Profit Organizations without Credit Available Elsewhere	3.625
For Economic Injury:	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Private Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 21821B and for economic injury is 218220.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 123.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2026–18119 Filed 9–3–26; 8:45 am]

BILLING CODE 8026–09–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36948]

Henry Posner, III—Control Exemption—Morristown & Erie Railway, Inc.

Henry Posner, III (Posner), a noncarrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) for authority to acquire 27.75% of the stock in Morristown & Erie Railway, Inc. (M&E), a Class III rail carrier operating in New Jersey.[1] Posner indirectly controls Iowa Interstate Railroad, LLC (Iowa Interstate), a Class II rail carrier,[2] through his control of RDC Domestic Holdings, (RDC), a noncarrier holding company. According to the verified notice, Iowa Interstate operates in Iowa and Illinois.

According to the verified notice, as supplemented,[3] Posner has entered into a Stock Purchase Agreement and a Shareholders' Agreement whereby a new investor group, which includes Posner, will purchase 50% of the stock in M&E. Following the transaction, M&E's incumbent ownership group will retain the remaining 50% of the stock.

Posner has certified that: (1) M&E does not connect with Iowa Interstate; (2) the proposed transaction is not part of a series of anticipated transactions that would connect M&E and Iowa Interstate; and (3) the transaction does not involve a Class I rail carrier. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is September 19, 2026, the effective date of the exemption (30 days after the verified notice is deemed to have been filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Because the transaction involves the control of one Class II and one or more Class III rail carriers, the transaction is subject to the labor protection requirements of 49 U.S.C. 11326(b) and *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad,* 2 S.T.B. 218 (1997).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than September 12, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36948, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Posner's representative, Justin J. Marks, Clark Hill PLC, 601 13th Street NW, Suite 600, Washington, DC 20005.

According to Posner, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Decided: September 1, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Aretha Laws-Byrum,

Clearance Clerk.

[FR Doc. 2026–18121 Filed 9–3–26; 8:45 am]

BILLING CODE 4915–01–P

[1] Posner concurrently filed with the verified notice of exemption a motion to dismiss the notice of exemption. The motion to dismiss and the motion for protective order will be addressed in separate decisions.

[2] *See* Iowa Interstate Reply 2, March 1, 2024, *Canadian Nat'l Ry.—Control—Iowa N. Ry.,* FD 36744.

[3] On August 20, 2026, Posner filed a supplement to the verified notice, a motion for protective order, and a highly confidential version of a Stock Purchase Agreement submitted under seal. Accordingly, the date of the supplement, August 20, 2026, is deemed the filing date of the verified notice.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–6968]

Notice of Availability on the Final Tiered Environmental Assessment and Finding of No Significant Impact for SpaceX Starship Reentry Contingency Operations in the Pacific Ocean and Additional Starship Landing Trajectory

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

ACTION: Notice of availability of the Final Tiered EA and FONSI/ROD.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), DOT Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts,* and FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures,* the FAA is announcing the

availability of the Final Tiered Environmental Assessment and Finding of No Significant Impact/Record of Decision for SpaceX Starship Reentry Contingency Operations in the Pacific Ocean and Additional Starship Landing Trajectory (Final Tiered EA and FONSI/ROD).

SUPPLEMENTARY INFORMATION: The FAA is the lead agency. The National Aeronautics and Space Administration (NASA) and the U.S. Coast Guard (USCG) are cooperating agencies due to their special expertise and/or regulatory jurisdiction. The FAA evaluated SpaceX's proposal for Starship reentry contingency operations in the Pacific Ocean as well as airspace closures for an additional Starship reentry trajectory for landing at Starbase in Texas. SpaceX must obtain a modification to their existing vehicle operator license from the FAA to authorize the expenditure of the Starship vehicle in additional downrange contingency landing areas within the Pacific Ocean. Specifically, the license modification would permit contingency landings in a newly designated Northern Pacific Contingency Landing Area as well as authorize the expansion of two previously evaluated contingency landing locations: (1) Hawaii and Central Pacific Ocean Contingency Landing Area and (2) Southeast (SE) Pacific Contingency Landing Area.

The Final Tiered EA evaluated the potential environmental impacts associated with FAA's approval of related airspace closures.

The FAA published a Draft Tiered EA for a 22-day public comment period that began on July 13, 2026, and ended on August 3, 2026, following a one-week extension. FAA received 37 comments during that period. All comments received during the comment period were given equal weight and taken into consideration in the preparation of the Final Tiered EA and FONSI/ROD.

The FAA has posted the Final Tiered EA and FONSI/ROD on the project website at: *https://www.faa.gov/space/stakeholder_engagement/spacex_starship.*

Dated: September 2, 2026.

Stacey Molinich Zee,

Manager, Operations Support Branch.

[FR Doc. 2026–18135 Filed 9–3–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2023–0944]

Agency Information Collection Activities: Request for Comments; Clearance of a New Approval of Information Collection: Safety Management System Voluntary Program

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 the Office of Management and Budget (OMB) approval for an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 19, 2023. Two comments were received (one comment was submitted twice with an editorial correction) and responded to in the supporting statement accessible following the instructions outlined in the **ADDRESSES** section of this notice. The collection involves collecting safety data from FAA Flight Standards Service, Safety Management System Voluntary Program participants. The collection is necessary to evaluate participating certificate holders and their compliance with voluntary program requirements.

DATES: Written comments should be submitted by October 5, 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.* 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: Sean C. Denniston, Flight Standards Service, Safety Management Branch (AFS–940) by email at: *sean.denniston@faa.gov;* phone 202–267–1493.

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–XXXX.

Title: Safety Management System Voluntary Program.

Form Numbers: None.

Type of Review: New Information Collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 19, 2023 (88 FR 46364) and closed on September 18, 2023. A Safety Management System (SMS) provides an organization-wide approach to identifying safety hazards, assessing and managing safety risk, and assuring the effectiveness of safety risk controls. An SMS provides a set of decision-making processes and procedures that can improve safety by assisting an organization in planning, organizing, directing, and controlling its aviation-related business activities. In 2018, the Flight Standards Safety Management System Voluntary Program (SMSVP) was created allowing those not required by regulation to develop and implement an SMS to do so voluntarily.

Since the **Federal Register** 60-day notice, there have been major changes in SMS rulemaking and the voluntary program. On April 26. 2024, 14 Code of Federal Regulations (CFR) part 5 (Safety Management Systems) was published in the **Federal Register** (89 FR 33068). Part 5 added requirements for certain holders of 14 CFR part 21 type certificates, all 14 CFR part 135 aviation organizations, and section 91.147 Letter of Authorization (LOA) holders to develop and implement an SMS. The FAA also updated certain 14 CFR part 121 SMS requirements. Part 135 aviation organizations were exempt from certain part 5 requirements if operating as a single pilot or sole operator.

The FAA also clarified the Title 14 CFR aviation organizations eligible for the SMSVP as Part 91 (Living History Flying Experience), Part 91 subpart K (part 91K), Part 125, Part 133, Part 137, Part 141, Part 142, Part 145, and Part 147. [1 2] Aviation organizations required by regulation to develop and implement

[1] Operators of LHFE flights are eligible to participate in the SMSVP. LHFE operators are also required to have an SMS detailed in its manual system and subject to FAA evaluation. Whether to also participate in the SMSVP is a decision for the individual LHFE operator. See, 80 FR 43012 (July 21, 2015).

[2] Other aviation organizations are encouraged to develop an SMS using guidance in Advisory Circular (AC) 120–92, Safety Management Systems for Aviation Service Providers.