

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.

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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.

an SMS cannot participate in the SMSVP.

Aviation organizations requesting entry into the SMSVP must develop an SMS that meets the requirements of 14 CFR part 5. After an aviation organization voluntarily implements its SMS, it will request entry into the SMSVP and submit a declaration of compliance to the responsible Flight Standards office. A declaration of compliance is a legal document submitted to the FAA declaring that the aviation organization has voluntarily developed and implemented an SMS that meets 14 CFR part 5 requirements.

Respondents: As of December 2025, there are 159 participants in the Safety Management System Voluntary Program.

Estimated Average Burden per Response

The proposed FAA information collections will require 795 annual responses from 159 voluntary program participants. The burden hours were calculated by using the total hours required by the voluntary program participants to respond to the information collection over the three-year period. The annual burden hours were determined by dividing the three-year total, equaling 11,258 hours.

Labor Costs

Other than the average hours burden to comply with the information collection activities, the SMSVP respondents will have no additional capital, start-up, or maintenance cost associated with this collection of information.

Web-Based Application Tool

The FAA and Universal Technical Resources Services (UTRS) entered into a public-private partnership to offer the Web-Based Application Tool (WBAT) to aviation organizations for SMS development and related services. WBAT is one of several companies and services that can be used to develop an SMS. WBAT offers three categories of service: WBAT, Fuzion Safety, and Fuzion Safety Services.

The cost burden of implementing an SMS in the SMSVP depends on the organization's operating certificate, number of aircraft, and number of aviation related employees. The FAA estimates only minor costs for entities that have already voluntarily implemented an SMS. For aviation organizations initially developing an SMS, the FAA estimates a cost range from \$6,052 to \$10,912.

Issued in Washington, DC.

Hugh J. Thomas,

Deputy Executive Director, Flight Standards Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–0091]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to approve a new information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by October 5, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0091 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>.

Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Melissa Maiefski, melissa.maiefski@dot.gov, (402) 326–7960, Office of Competitive Grants and Workforce Programs, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We published a **Federal Register** Notice with a 60-day public comment period

on this information collection on January 16, 2026, at [91 FR 2268]. No comments were received.

Title: Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems, also known as Advanced Digital Construction Management Systems (ADCMS).

Background: The Federal Highway Administration (FHWA) administers the Advanced Digital Construction Management Systems (ADCMS) program. It was established by Congress in Section 5513 of the Infrastructure Investment and Jobs Act (IIJA) and is codified in Federal statute at 23 U.S.C. 503(c)(5).

The purpose of the ADCMS program is to promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems and practices. The program's goals include maximizing interoperability with other systems, boosting productivity, managing complexity, reducing project delays and cost overruns, and enhancing worker safety and environmental benefits through more efficient projects.

The program provides competitive grants to eligible entities, including State Departments of Transportation, applying alone or in partnership with Local Agencies, Tribes or Private Industry. The FHWA announced the availability of up to \$34 million for fiscal year 2026 grants to support these workforce and technology development efforts.

Respondents: The NOFO announcing up to \$34 million of Fiscal Year (FY) 2026, funding for ADCMS competitive grants will be available for local and State transportation agencies, which may partner with institutions of higher education and businesses on [grants.gov](https://www.fhwa.gov/grants). FHWA is expecting roughly 35 applicants to apply for ADCMS grant funding.

Frequency: NOFOs and grant solicitations may be published annually by FHWA but are subject to the availability of funds in appropriations or, any legislation signed into law authorizing funds.

Estimated Average Burden per Response: 132 hours per respondent per applicant.

Estimated Total Annual Burden Hours: It is expected that the respondents will complete approximately 35 applications for the program, for an estimated total of 4,620 annual burden hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1)