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Executive Order 14154, ''Unleashing American Energy,'' January 29, 2025	90 FR 8353
Executive Order 14192, ''Unleashing Prosperity Through Deregulation,'' February 6, 2025	90 FR 9065
Executive Order 14215, ''Ensuring Accountability for All Agencies,'' February 24, 2025	90 FR 10447
Executive Order, ''Zero-Based Regulatory Budgeting to Unleash American Energy,'' April 15, 2025	90 FR 15643
Executive Order 14300, ''Ordering the Reform of the Nuclear Regulatory Commission,'' May 29, 2025	90 FR 22587
Presidential Memorandum, ''Plain Language in Government Writing,'' June 10, 1998	63 FR 31885

The NRC may post materials related to this document, including public comments, on the Federal Rulemaking website at *https://www.regulations.gov* under Docket ID NRC–2025–0974.

Dated: November 12, 2026.

For the Nuclear Regulatory Commission.

Jody Martin,

Secretary of the Commission.

[FR Doc. 2026–23342 Filed 11–16–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 13, 47, 49, 61, 63, 65, 187, and 406

[Docket No. FAA–2026–3538; Notice No. 27–01]

RIN 2120–AM16

Modernizing to Electronic Payments

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FAA proposes to modernize its payment systems to require electronic payments and eliminate the option to pay by paper payment methods such as cash, money orders, and paper checks. This proposal complies with Executive Order 14247 titled ''Modernizing Payments To and From America's Bank Account,'' which seeks to increase the efficiency of the Federal Government by phasing out paper receipts and mandating electronic payments to and from agencies.

DATES: Send comments on or before January 4, 2027.

ADDRESSES: Send comments identified by docket number FAA–2026–3538 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov* and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W58–213, West Building 5th Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building 5th Floor at 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at *www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building 5th Floor at 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Sierra Elam, Office of Rulemaking, ARM–200, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; (202) 267–7627; *sierra.e.elam@faa.gov.*

SUPPLEMENTARY INFORMATION:

I. Executive Summary

A. Overview of Proposed Rule

In accordance with Executive Order (E.O.) 14247 titled ''Modernizing Payments To and From America's Bank Account'',[1] FAA proposes to amend its regulations to stop accepting paper payments, such as cash, money orders, and paper checks, and require electronic payments instead. FAA proposes to amend payment provisions located in Title 14 of the Code of Federal Regulations (14 CFR) parts 13, 47, 49, 61, 63, 65, 187, and 406. These payment provisions cover aviation and commercial space transportation-related civil penalties, aircraft registration fees, fees for aircraft recording, duplicate airmen and medical certificates, duplicate knowledge test reports, overflight fees, and FAA services performed outside of the United States.

Sections 47.17, 49.15, 61.29, 63.16, 65.16, and 406.9 only list the option to pay fees by paper payment methods. However, §§ 13.15, 13.16, 13.18, and 187.15 allow for both electronic and paper payment options. FAA proposes to amend these sections to require electronic payments and eliminate the use of paper payment methods.

E.O. 14247 directs the Secretary of the Treasury to review and revise procedures for granting limited exceptions where electronic methods are not feasible. Consistent with E.O. 14247, FAA proposes to allow another payment method in circumstances where another method is otherwise authorized by law.

FAA also proposes to revise the following guidance documents to remove references to paper payment methods: Advisory Circular (AC) Form 8050–1B; AC Form 8050–5; and AC Form 8060–56. FAA will post the drafts of these guidance document revisions to this NPRM's docket for public comment.

B. Statement of the Problem

FAA currently processes paper and electronic payment methods, where applicable. Section 3(c) of E.O. 14247 requires all payments made to agencies to be processed electronically, eliminating the need for processing paper payments by phasing out paper disbursements and receipts. Title 14 of the CFR does not mention paper disbursements issued by FAA, and FAA generally does not issue them. In limited circumstances, however, FAA has issued paper checks, such as for witness fees during litigation, if the witness requests a paper payment. In current practice, FAA requests customers use the United States Treasury Department's website, *Pay.gov,* to pay the fees and penalties listed in §§ 13.15, 13.16, 13.18, 47.17, 49.15, 61.29, 63.16, 65.16, 187.15, and 406.9. Although FAA requests customers use *Pay.gov* for the fees and penalties described in this NPRM, the regulatory text in 14 CFR diverges from this current practice.

[1] 90 FR 14001 (March 25, 2025).

As a result, FAA proposes to amend its regulations to accept and process electronic payment methods only for all fees and penalties under 14 CFR. FAA also proposes to revise its guidance documents to direct the use of electronic payment methods rather than paper payment methods. These amendments and revisions would standardize FAA's regulations with current practice and guidance. Consistent with E.O. 14247, this proposal is intended to increase government efficiency and reduce the burdens of processing paper payments for the regulatory community.

C. Summary of the Costs and Benefits

The proposed rule would result in annual cost savings of $99,815 for FAA by eliminating the need to process paper payments. Over five years, these savings sum to $457,125 at three percent discounting, or $409,262 at seven percent discounting, or annualized value of $99,815 (regardless of discounting). The proposed rule would result in $1,425,933 in cost savings in perpetuity.

FAA expects the costs to customers to be de minimis to transition from paper to electronic payments.

II. Authority for This Rulemaking

FAA's authority to issue rules regarding aviation safety, including those governing charging and receiving fees for certain services provided by FAA, is found in title 49 of the United States Code. Subtitle I, Chapter 1, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is issued under the authority described in Subtitle VII, Part A—Air Commerce and Safety, Chapter 441—Registration and Recordation of Aircraft, Sections 44101—44106, Section 44107, Recordation of conveyances, leases, and security instruments, Chapter 445—Facilities, Personnel, and Research, Section 44506, Air traffic controllers, Chapter 447—Safety Regulation, Section 44702, Issuance of certificates, Section 44703, Airman Certificates, Section 44728, Flight attendant certification, Section 44748, Aircraft dispatching, Chapter 453—Fees, and Chapter 463—Penalties, Section 46301, Civil penalties. Under those statutory provisions, FAA is charged with prescribing regulations to promote safety in civil air commerce, issuing certificates, charging and receiving fees for such services, and assessing civil penalties. This regulation addresses matters within the scope of that authority.

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901–50924 (the Act), authorizes the Secretary of Transportation (Secretary) to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites within the U.S. or as carried out by U.S. citizens. Section 50905 directs the Secretary to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States. In addition, section 50903 requires the Secretary to encourage, facilitate, and promote commercial space launches and reentries by the private sector. Section 50917 provides the Secretary with civil penalty authority for violations falling under Section 50917(a). As codified in 49 CFR 1.83(b), the Secretary has delegated authority to the Administrator to carry out these functions.

III. Background

A. History of Payments to FAA

FAA has collected payments for a variety of services since its inception. Historically, these payments have been made by paper methods to FAA. In 1997, FAA began accepting payments electronically for air traffic services for certain flights operating through the National Airspace System (NAS),[2] by amending § 187.15(d). Since 1997, FAA's regulations have only been amended twice to accept electronic payments. In 2007, FAA amended § 187.15(a) to allow the use of credit card to pay fees for certification services performed outside the United States.[3] This action standardized the authorized payment methods for services in part 187. In 2021, FAA amended §§ 13.15(c), 13.16(l), and 13.18(j) to accept electronic payments for civil penalties.[4] In current practice, FAA accepts payments for these services and penalties through *Pay.gov*. FAA also accepts electronic payments for fees listed in §§ 47.17, 49.15, 61.29, 63.16, 65.16, and 406.9, even though the regulatory language for each section does not mention the ability to pay by electronic methods.

[2] Interim final rule, *Fees for Air Traffic Services for Certain Flights Through the U.S.-Controlled Airspace,* 62 FR 13496 (March 20, 1997).

[3] Direct final rule, *Fees for Certification Services and Approvals Performed Outside the United States,* 72 FR 18556 (April 12, 2007).

[4] Final rule, *Update to Investigate and Enforcement Procedures,* 86 FR 54514 (October 1, 2021).

IV. Discussion of the Proposal

This rulemaking proposes to conform FAA's regulations to the directive in E.O. 14247 to phase out paper check disbursements and receipts. FAA regulations do not include paper check disbursements, so this rule updates regulations related to paper receipts. The proposed amendments described in this section would require payments made to FAA to be collected and processed electronically [5] and eliminate the use of paper payment methods unless an exception applies as specified in section 4 of E.O. 14247. This section of the NPRM also describes the proposed revisions to guidance documents associated with the proposed regulatory amendments.

A. Proposed Amendments to Investigative and Enforcement Procedures in Part 13

Part 13 contains procedures for compromising some civil penalties before referring them to the United States Attorney General for prosecution, as well as for assessing other civil penalties administratively, depending on the amount of the civil penalty. FAA currently collects payments for these civil penalties through electronic and paper payment methods. The methods for paying civil penalties are located in §§ 13.15(c)(2)(i), 13.16(l)(1)(i) and (ii), and 13.18(j)(1)(i) and (ii). FAA proposes to streamline these conditions by requiring electronic payments and eliminating the option to pay by paper methods, unless another payment method is otherwise authorized by law.

1. Proposed § 13.15, Civil Penalties Other Than by Administrative Assessment

Civil penalties under § 13.15 pertain to those FAA may settle before referring them to the United States Attorney General for prosecution. These civil penalties are in an amount that exceeds FAA's statutory authority to assess (see 49 U.S.C. 46301(d)(4)). Section 13.15(c)(2)(i) states that persons cited with an alleged violation may respond to a proposed civil penalty by submitting an electronic payment, certified check, or money order. The person who paid the civil penalty will then be sent a letter from an FAA

[5] FAA currently provides electronic payment instructions for fees and penalties through FAA web pages, the CARES portal, the Registry's Airmen Services website, guidance, and follow-up communications. These informational sources route persons to *Pay.gov* to pay the appropriate fee. Once the proposal is finalized, FAA expects to provide to the public the same payment instructions from its informational sources and collect electronic payments through *Pay.gov*.

attorney stating the payment settles the action the person was cited with.

FAA proposes to amend § 13.15(c)(2)(i) to remove the option to pay by certified check or money order. Proposed paragraph (2)(i) would require persons to pay civil penalties under this section by electronic payment unless another payment method is otherwise authorized by law.

2. Proposed § 13.16, Civil Penalties Against Miscellaneous Persons and All Persons for Hazardous Materials Violations

Section 13.16 pertains to civil penalties for all violations, including hazardous materials violations, assessed to persons other than individuals acting as a pilot, flight engineer, mechanic, or repairman. Section 13.16(l)(1)(i) and (ii) describe the options for how to pay these civil penalties. Paragraph (l)(1)(i) lists the option to pay penalties by paper payment and paragraph (l)(1)(ii) lists the option to pay by electronic payment. Both paragraphs direct persons paying a civil penalty under § 13.16 to follow the directions listed in the notice of proposed civil penalty, final notice of proposed civil penalty, or the order assessing civil penalty.

FAA proposes to remove paragraphs (l)(1)(i) and (ii) from § 13.16 and revise paragraph (l)(1) to require electronic payments when a person pays a civil penalty unless another payment method is otherwise authorized by law. This proposed change would eliminate the option to pay civil penalties under § 13.16 by paper payment. FAA also proposes to add ''compromise order'' to the regulatory text in proposed § 13.16(l)(1) because compromise orders are another type of document that involve a civil penalty payment under § 13.16. In addition, the proposed § 13.16(l)(1) text would replace the word ''in'' with ''for'' when referencing the directions specified for the notice of proposed civil penalty, final notice of proposed civil penalty, order assessing civil penalty, or compromise order. Civil penalty payment instructions are not necessarily in these documents and might be provided separately by FAA.

3. Proposed § 13.18, Civil Penalties Against Pilots, Flight Engineers, Mechanics, or Repairmen

Civil penalties under § 13.18 pertain to those assessed for violations listed under 49 U.S.C. 46301(d)(2) made by individuals acting as pilots, flight engineers, mechanics, or repairmen. Section 13.18(j)(1)(i) and (ii) contain the details on how to pay these civil penalties. Both paragraphs refer the cited person to the order of assessment for details and directions on how to pay the penalty. Section 13.18(j)(1)(i) lists the option to pay via paper payment and § 13.18(j)(1)(ii) lists the option to pay by electronic payment. Similar to the proposed changes in § 13.16, FAA proposes to remove § 13.18(j)(1)(i) and (ii) and revise § 13.18(j)(1) to require electronic payments to be made based on the directions specified in the notice of proposed assessment, the order of assessment, or the compromise order, unless another payment method is otherwise authorized by law. FAA proposes to add ''notice of proposed assessment'' and ''compromise order'' to the regulatory text in § 13.18(j)(1) because these documents can also involve civil penalty payments under § 13.18. In addition, proposed § 13.18(j)(1) would replace the word ''in'' with ''for'' when referencing the directions specified for the notice of proposed assessment, order of assessment, or compromise order. Civil penalty payment instructions are not necessarily in these documents and might be provided separately by FAA. This proposed change would eliminate the option to pay § 13.18 civil penalties by paper payment.

B. Proposed § 47.17, Aircraft Registration Fees

The FAA Registry (Registry) collects fees for a variety of services in § 47.17(a). These services include applications for: certificate of aircraft registration; dealer's aircraft registration certificate; additional dealer's aircraft registration certificate issued to the same dealer; special registration number; changing, reassigning, or reserving a special registration number; replacement certificate of aircraft registration; and renewal certificate of aircraft registration. Section 47.17(b) requires applications for any of the previously listed services be accompanied by a check or money order. Despite the regulatory text at § 47.17, the Registry currently accepts electronic payments for aircraft registration services through its online portal, Civil Aircraft Registry Electronic Services (CARES), and *Pay.gov*.

FAA proposes to remove the phrase ''check and money order'' in § 47.17(b) and insert the phrase ''electronic payment'' in its place. This revision would eliminate the requirement to pay aircraft registration fees by paper payment unless such payment methods are otherwise authorized by law and would codify current electronic payment practices into 14 CFR.

C. Proposed § 49.15, Fees for Recording Aircraft Titles and Security Documents

FAA collects fees for recording conveyances of aircraft, aircraft engines, and propellers under part 49. Depending on the conveyance, FAA requests persons send in FAA Form AC 8050–98 or their original claim of lien, accompanied by check or money order. Similar to the current practice for § 47.17, the Registry instructs persons pay § 49.15 fees by electronic methods by navigating to the CARES portal, which then directs them to *Pay.gov*. FAA proposes to revise § 49.15 to require electronic payments for fees for recording aircraft conveyances unless another payment method is otherwise authorized by law. This revision would eliminate the requirement to pay by paper methods.

D. Proposed § 61.29, Replacement Airman or Medical Certificates or Knowledge Test Reports for Pilots, Flight, and Ground Instructors

Under part 61, FAA collects fees for replacement certificates for pilots, flight instructors, and ground instructors. These replacements include duplicate airmen certificates, medical certificates, and knowledge test reports. The Registry and the Aerospace Medical Certification Division (AMCD) are responsible for collecting these fees. In current practice, the Registry allows electronic payments for duplicate certificates or knowledge test reports [6] while AMCD allows electronic payments for duplicate certificates.[7] Section 61.29(a) through (c) lists the directions for requesting a replacement certificate or knowledge test report.

1. Replacement Airman Certificates

Section 61.29(a) pertains to lost or destroyed airman certificates. Paragraphs (a)(1) and (2) contain the directions for submitting a request and the appropriate fee for a replacement certificate. A person submitting a request under § 61.29(a) can mail a written request to the Airmen Certification's Post Office Box (P.O. Box), along with the required paper payment for the appropriate fee. Alternatively, a person can make a request in any other appropriate manner

[6] The Registry requests persons use its Airmen Services website to request duplicate certificates or knowledge test reports, as well as to pay the fees for these services. *https://amsrvs.registry.faa.gov/amsrvs/*.

[7] AMCD requests that persons requesting a duplicate medical certificate mail AC Form 8060–56 to the Aerospace Medical Certification Division in Oklahoma City, Oklahoma and pay the fee at *Pay.gov*. *https://www.faa.gov/pilots/medical_certification/request_copy*.

approved by the Administrator including online to Airmen Services at *www.faa.gov.* A request made online to Airmen Services must be accompanied by the appropriate fee. However, paragraph (a)(2) does not specify how to locate the Airmen Services payment option on *www.faa.gov*, which is the main FAA web page.

FAA proposes to amend § 61.29(a)(1) and (2) by eliminating the option to pay by paper methods for a replacement airmen certificate. FAA proposes to remove from § 61.29(a)(1) the option to pay the fee by check or money order and revise § 61.29(a)(1) to require the fee be paid electronically unless another payment method is otherwise authorized by law. Although the proposed rule would require that the fee be paid electronically, FAA would retain the language in paragraph (a)(1) to permit requests for a replacement to be mailed in. Section 61.29(a)(2) would be revised to clarify that a fee must be paid electronically if a request is submitted through an Administrator-approved method, including online.

FAA proposes to update the web address in § 61.29(a)(2) from ''*www.faa.gov*'' to ''*amsrvs.registry.faa.gov/amsrvs*,'' providing a direct link to the Airmen Services website. These changes aim to provide clarity and ease of access for anyone submitting a request for a replacement airman certificate.

2. Replacement Medical Certificates

Section 61.29(b) pertains to lost or destroyed medical certificates. Paragraphs (b)(1) and (2) describe the options for submitting a replacement medical certificate request. Section 61.29(b)(1) directs requests and the appropriate fee be mailed to AMCD at the AMCD P.O. Box. Section 61.29(b)(2) alternatively allows replacement medical certificate requests to be made by any other method approved by the Administrator if the appropriate fee accompanies the request.

Currently, FAA asks persons to request a replacement medical certificate by mailing AC Form 8060–65 to AMCD and paying the appropriate fee on Pay.gov, according to FAA's web page titled, ''Request a Copy of Your Medical Certificate.'' [8] However, the regulatory text at § 61.29(b)(1) and (2) does not list the option to pay electronically via *Pay.gov.*

FAA proposes to amend § 61.29(b)(1) and (2) to remove the option to submit paper payments for replacement medical certificates and revise both paragraphs to require electronic payments unless another payment method is otherwise authorized by law. FAA proposes to revise § 61.29(b)(1) to update the P.O. Box number from ''26200'' to ''25082,'' because the address has changed. FAA also proposes to replace the option to pay via check or money order in § 61.29(b)(1) with a requirement to pay via electronic payment. FAA proposes to revise § 61.29(b)(2) to clarify an electronic payment must be made when a replacement medical certificate is requested by any other Administrator-approved manner.

3. Replacement Knowledge Test Reports

The Airmen Certification Branch issues replacement knowledge test reports to airmen who may have lost or had their original copy destroyed. Section 61.29(c) lists the options for requesting a replacement copy. Similar to § 61.29(a), § 61.29(c) gives persons the option to request a replacement knowledge test report by mailing in a request to the Airmen Certification Branch's P.O. Box or submitting a request by using any other method approved by the Administrator. The appropriate fee for a replacement knowledge test report must also accompany the request.

For § 61.29(c)(1) and (2), FAA proposes to make the same changes as § 61.29(a)(1) and (2). FAA proposes to revise § 61.29(c)(1) and (2) to eliminate the option to send in a paper payment and require the use of electronic payments when requesting a replacement knowledge test unless another payment method is otherwise authorized by law. FAA also proposes to revise § 61.29(c)(2) to require electronic payments when a request is submitted in any other Administrator-approved method.

E. Proposed § 63.16, Replacement Airman and Medical Certificates for Flight Crewmembers Other Than Pilots

Under part 63, FAA collects fees for replacement airman and medical certificates for flight crewmembers other than pilots. According to § 63.1, these flight crewmembers are flight engineers and flight navigators. The Registry and AMCD collect these fees and process the requests. The parameters for how to request a replacement airman or medical certificate are located in § 63.16(b) through (d).

1. Replacement Airman Certificates

The Registry's Airmen Certification Branch processes requests for replacement airman certificates for flight engineers and flight navigators and collects the appropriate fee for this request. Similar to § 61.29(a), a request for a replacement airman certificate can be made two ways. Section 63.16(b)(1) allows a request to be mailed to the Airmen Certification Branch's P.O. Box, accompanied by a check or money order for the appropriate fee. Section 63.16(b)(2) allows a request to be made by any other Administrator-approved method, including through the Airman Services web page at *faa.gov*.

FAA proposes to amend § 63.16(b)(1) and (2) to eliminate the option to pay fees by paper methods and require the use of electronic payments unless another payment method is otherwise authorized by law. FAA proposes to change the Registry's web address in § 63.16(b)(2) from ''*faa.gov*'' to the Registry's Airmen Services web address. FAA proposes to revise § 63.16(b)(2) to require an electronic payment be made to accompany a request sent in by mail.

2. Replacement Medical Certificates

AMCD accepts and processes requests for replacement medical certificates for flight crewmembers other than pilots. Section 63.16(c) directs flight crewmembers to submit a request for replacement certificates and payment by mail or any other method approved by the Administrator. Section 63.16(c)(1) and (2) direct individuals to pay the appropriate fee for a replacement medical certificate by check, money order, or an acceptable form of payment.

FAA proposes to revise § 63.16(c)(1) and (2) to eliminate the option to pay by paper methods and require the use of electronic payments unless another payment method is otherwise authorized by law. FAA proposes to update the P.O. Box number in § 63.16(c)(1) from ''26200'' to ''25082'' and revise § 63.16(c)(2) to require an electronic payment be made for any other Administrator-approved method used to request a replacement certificate.

3. Replacement Knowledge Test Reports

The Airmen Certification Branch accepts and processes requests for replacement knowledge test reports for flight crewmembers other than pilots. Section 63.16(d) allows requests to be sent in by mail, to the Airmen Certification Branch's P.O. Box, or by any other Administrator-approved method. A request must be accompanied by the appropriate fee made by check, money order, or an acceptable form of payment.

FAA proposes to revise § 63.16(d)(1) and (2) to eliminate the option to pay via paper methods for a replacement knowledge test report and require an

[8] *https://www.faa.gov/pilots/medical_certification/request_copy.*

electronic payment unless another payment method is otherwise authorized by law.

F. Proposed § 65.16, Replacement Certificates for Airmen Other Than Flight Crewmembers

Under part 65, FAA collects fees for replacement certificates for airmen other than flight crewmembers. According to § 65.1, these airmen include air-traffic control-tower operators, aircraft dispatchers, mechanics, repairmen, and parachute riggers. The parameters for requesting a replacement airman or medical certificate can be found in § 65.16(b)(1), (2), and (c). Section 65.16 directs airmen other than flight crewmembers to mail in their request to either the Airmen Certification Branch's P.O. Box (for an airmen certificate) or AMCD's P.O. Box (for a medical certificate), along with $2, made by check or money order.

FAA proposes to revise § 65.16(b)(2) and (c) to require electronic payments be made and to eliminate the option to pay using paper methods unless another payment method is otherwise authorized by law. FAA also proposes to change the P.O. Box number in § 65.16(c) from ''26200'' to ''25082'' because the address has changed.

G. Proposed § 187.15, Payment of Overflight Fees and FAA Services Performed Outside of the United States

Under part 187, FAA collects fees for services performed outside of the U.S. and for overflight fees.

FAA provides services such as certification actions, certification approvals, and production certification-related services for persons outside the United States. These actions and approvals include airmen certifications and repair station certifications performed by FAA inspectors.

Appendix A of part 187 contains the fee computation methodology for certification services outside of the U.S. Section 187.15(a) directs persons to pay fees for certification services outside of the U.S. by check, money order, wire transfers, draft payable in U.S. currency and drawn on a U.S. bank, or credit card payable in U.S. currency. Individuals paying for these certification services must also pay any bank processing fees collected under part 187.

FAA proposes to amend § 187.15(a) to remove all paper payment options and instead require electronic payments unless another payment method is otherwise authorized by law. Although § 187.15(a) accepts wire transfers and credit card payments for the payment of fees under part 187, including those for certification services performed outside the U.S., replacing this language with ''electronic payments'' would standardize this proposed change with the other proposals in this NPRM.

Overflight fees are billed to users via an invoice from FAA, which must be paid using one of the methods described in § 187.15.[9] These methods include electronic funds transfer (EFT), draft, wire transfer, credit card, money order, and check. If the fees assessed are greater than $1,000, then the payment must be made by EFT. If the fees assessed are less than $1,000, then the payment must be made by EFT, check, money order, credit card, or draft.

FAA imposes overflight fees for services to aircraft transiting through U.S.-controlled airspace,[10] which do not take off from or land in the United States. These services include air traffic management, communications, navigation, radar surveillance including separation services, flight information services, procedural control, and emergency services and training. Section 187.51(c) states that fees are not assessed for any military or civilian overflight operated by the U.S. Government or by any foreign government. Section 187.15(d) contains payment procedures for overflight fees described in appendix B of part 187. However, appendix B is currently reserved and lacks regulatory text.[11]

FAA proposes to amend § 187.15(d) to correct the CFR location of the description of overflight fees to read as ''§ 187.51'' instead of appendix B in part 187. FAA also proposes to amend § 187.15(d) to eliminate the option to pay overflight fees by check or money order and instead require these fees to be paid by electronic payment unless another payment method is otherwise authorized by law.

H. Proposed § 406.9, Commercial Space Transportation Investigation and Enforcement Civil Penalties

Under the procedures in § 406.9, FAA assesses civil penalties under its statutory authority in 51 U.S.C. 50917(c) for commercial space violations. When a respondent pays a commercial space civil penalty, the respondent must pay the penalty by one of the payment methods listed in § 406.9(h)—check or money order. Although § 406.9(h) only lists check and money order as the payment options for commercial space civil penalties, FAA has a *Pay.gov* portal to pay FAA civil penalties, which includes § 406.9 commercial space civil penalties.

FAA proposes to amend § 406.9(h) to eliminate the option to pay by paper methods and require the use of electronic payments unless another payment method is otherwise authorized by law. The term ''electronic payment'' would be added in place of ''check or money order.'' This change would standardize FAA's payment practices and reduce the burdens of payment processing on the regulatory community.

I. Proposed Revisions to Guidance Documents

In addition to the above proposed changes to 14 CFR, FAA is proposing to revise the following guidance documents: AC Form 8050–1B: Aircraft Registration Renewal Application; AC Form 8050–5: Dealer's Aircraft Registration Certificate; and AC Form 8060–56: Application for Replacement of Lost, Destroyed, or Paper Airman Certificate. These proposed revisions are minimal and would remove and replace any mention of paper payment methods with electronic payment directions. FAA will post the drafts of these revised guidance documents in the docket of this NPRM for public comment.

V. Regulatory Notices and Analyses

A. Regulatory Impact Analysis

E.O. 12866 (''Regulatory Planning and Review'') and E.O. 13563 (''Improving Regulation and Regulatory Review'') require agencies to regulate in the ''most cost-effective manner,'' to make a ''reasoned determination that the benefits of the intended regulation justify its costs,'' and to develop regulations that ''impose the least burden on society.'' The Office of Management and Budget (OMB) has determined that this proposed rule is not a significant regulatory action as defined in section 3(f) of E.O. 12866.

Currently, FAA regulations allow payments to FAA by means including cash, check, or money order,[12] hereafter referred to as paper payments. The proposed rule would remove these options and require electronic payments, unless otherwise permitted

[9] See 14 CFR 187.55.

[10] See 14 CFR 187.3. *U.S.-controlled airspace* means airspace over the territory of the United States, extending 12 nautical miles from the coastline of U.S. territory; any airspace delegated to the United States for U.S. control by other countries or under a regional air navigation agreement; or any international airspace, or airspace of undetermined sovereignty, for which the United States has accepted responsibility for providing air traffic control services.

[11] Final rule, *Update of Overflight Rates,* 81 FR 8543 (November 29, 2016). Appendix B of part 187 was removed and reserved through this final rule. The information from appendix B was moved to new § 187.51.

[12] Certain provisions specifically permit bank drafts, and many provisions refer to any payment in a form acceptable to the administrator.

by law.[13] This change would affect customers who make paper payments under 14 CFR parts 13, 47, 49, 61, 63, 65, 187, and 406.

FAA used internal payment data to determine that in Fiscal Years 2023 through 2025, FAA processed an average of 3,168 paper payments each year,[14] requiring an average of 2,173 administrative hours yearly.[15] FAA assumes this data accurately represents future time spent by FAA processing these payments. The 3,168 payments are processed by FAA Financial Administration employees at a hourly rate of $33.71 per hour.[16] Benefits are valued at 36.25 percent of nominal wage,[17] making the fully burdened wage rage $45.93 per hour.[18] The proposed rule would eliminate these processing costs, resulting in annual cost savings of $99,815. Over five years, these savings sum to $457,125 at three percent discounting, $409,262 at seven percent discounting, or an annualized value of $99,815. The proposed rule would result in $1,425,933 in cost savings in perpetuity.

FAA also expects the cost of adjusting to the electronic system would be de minimis for FAA and the subset of customers who have previously chosen to make paper payments. Processing fees are small or, in the case of Pay.gov, nonexistent, and so customers have an option to pay with no increase in costs.[19] FAA expects no increase in costs, as FAA has existing systems in place to process electronic payments, and would not need to acquire any new systems. The increase in electronic payment volume is likewise small; between Fiscal Year 2023 and Fiscal Year 2025, paper payment customers accounted for less than three percent of all payments received. FAA requests comments and supporting data on the estimates and assumptions used in this analysis.

[13] The United States Treasury Department has not yet established exceptions where electronic payment and collection methods are not feasible, consistent with section 4 of E.O.14247, but it may do so in the future.

[14] The number of paper payments for 2023, 2024, and 2025 are 3,679, 3,227, and 2,598 respectively.

[15] The 2023, 2024, and 2025 total time spent processing paper payments was provided by FAA finance office and is 2,158, 2,182, and 2,153 hours respectively.

[16] FAA Core Compensation Salary Table, Grade F, *https://www.faa.gov/jobs/working_here/benefits/pay/core_salary_with_conversion.xlsx.*

[17] *https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/memoranda/2008/m08-13.pdf,* MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES, Office of Management and Budget, March 11, 2008.

[18] $33.71 × (1 + 0.3625) = $45.93.

[19] *https://www.pay.gov/public/help/faqs.*

B. Regulatory Flexibility Act

The Regulatory Flexibility Act (RFA) of 1980, Public Law 96–354, 94 Stat. 1164 (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996, Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996), and the Small Business Jobs Act of 2010, Public Law 111–240, 124 Stat. 2504 (Sept. 27, 2010), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term ''small entities'' comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

Between Fiscal Years 2023 and 2025 there were an average of 3,168 paper payments, which account for less than three percent of all annual payments made to FAA. FAA expects the cost of transitioning to the electronic system for this subset of consumers who rely on paper payments to be de minimis, resulting in no significant economic impact.

If an agency determines that a rulemaking will not result in a significant economic impact on a substantial number of small entities, the head of the agency may so certify under section 605(b) of the RFA. Therefore, as provided in section 605(b) and based on the foregoing, the Administrator certifies that this rulemaking will not result in a significant economic impact on a substantial number of small entities. FAA requests comments on this proposed certification and the assumptions of the impact of the proposed rule.

C. International Trade Impact Assessment

The Trade Agreements Act of 1979 (Pub. L. 96–39), as amended by the Uruguay Round Agreements Act (Pub. L. 103–465), prohibits Federal agencies from establishing standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Pursuant to these Acts, the establishment of standards is not considered an unnecessary obstacle to the foreign commerce of the United States, so long as the standard has a legitimate domestic objective, such as the protection of safety, and does not operate in a manner that excludes imports that meet this objective. The statute also requires consideration of international standards and, where appropriate, they be the basis for U.S. standards.

FAA has assessed the potential effect of this proposed rule and determined it ensures the safety of the American public and does not exclude imports that meet this objective. As a result, FAA does not consider this proposed rule as creating an unnecessary obstacle to foreign commerce.

D. Unfunded Mandates Assessment

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or Tribal Government or the private sector to incur direct costs without the Federal Government having first provided the funds to pay those costs. FAA determined the proposed rule would not result in the expenditure of $193,000,000 or more ($100,000,000 adjusted for inflation using the most current Implicit Price Deflator for the Gross Domestic Product) by State, local, or Tribal Governments, in the aggregate, or the private sector, in any one year.

E. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) requires FAA consider the impact of paperwork and other information collection burdens imposed on the public. According to the 1995 amendments to the Paperwork Reduction Act (5 CFR 1320.8(b)(2)(vi)), an agency may not collect or sponsor the collection of information, nor may it impose an information collection requirement unless it displays a currently valid OMB control number.

FAA has determined there would be no new information collection associated with the proposed requirement to remove paper payment options to FAA and instead require electronic payments. This proposed requirement would update the payment instructions for AC Form 8050–1B and AC Form 8050–5. The instructions and the fillable sections of the forms would not require respondents to disclose payment information. Approval to collect such information previously was approved by OMB under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) and was assigned OMB Control Number 2120–0024 and OMB Control Number 2120–0042. Following the publication of the final rule associated with this rulemaking, FAA will submit a non-substantive change to OMB for both AC Forms. The draft changes for AC Form 8050–1B and AC Form 8050–5 are available in this NPRM's docket for comment.

F. International Compatibility

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to conform to International Civil Aviation Organization (ICAO) Standards and Recommended Practices to the maximum extent practicable. FAA has determined there are no ICAO Standards and Recommended Practices that correspond to these proposed regulations.

G. Environmental Analysis

The Department has analyzed the environmental impacts of this proposed rule pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321, *et seq.*). FAA has determined that this rule is categorically excluded pursuant to FAA Order 1050.1G. Categorical exclusions are categories of actions FAA has determined normally do not significantly affect the quality of the human environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS).[20] In analyzing the applicability of a categorical exclusion, FAA must also consider whether extraordinary circumstances are present that would warrant the preparation of an EA or EIS.[21] This rulemaking, which proposes to require electronic payments and eliminate paper payments to FAA, is categorically excluded pursuant to FAA Order 1050.1G, Appendix B, Paragraph B–2.6(f), which categorically excludes issuance of regulatory documents. FAA does not anticipate any environmental impacts, and there are no extraordinary circumstances present in connection with this rulemaking.

VI. Executive Order Determinations

A. Executive Order 13132, Federalism

FAA has analyzed this proposed rule under the principles and criteria of E.O. 13132, Federalism. FAA has determined this action would not have a substantial direct effect on the States, or the relationship between the Federal Government and the States, or on the distribution of power and responsibilities among the various levels of government, and, therefore, would not have federalism implications.

B. Executive Order 13175, Consultation and Coordination With Indian Tribal Governments

Consistent with E.O. 13175, Consultation and Coordination with Indian Tribal Governments,[22] and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures,[23] FAA ensures Federally Recognized Tribes (Tribes) are given the opportunity to provide meaningful and timely input regarding proposed Federal actions that have the potential to affect uniquely or significantly their respective Tribes. FAA has not identified any unique or significant effects, environmental or otherwise, on Tribes resulting from this proposed rule.

C. Executive Order 13211, Regulations That Significantly Affect Energy Supply, Distribution, or Use

FAA analyzed this proposed rule under E.O. 13211, Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use, and has determined it would not be a ''significant energy action'' under the E.O. and would not be likely to have a significant adverse effect on the supply, distribution, or use of energy.

D. Executive Order 13609, Promoting International Regulatory Cooperation

E.O. 13609, Promoting International Regulatory Cooperation, promotes international regulatory cooperation to (1) meet shared challenges involving health, safety, labor, security, environmental, and other issues and (2) to reduce, eliminate, or prevent unnecessary differences in regulatory requirements. FAA has analyzed this action under the policies and agency responsibilities of E.O. 13609 and has determined this action would have no effect on international regulatory cooperation.

E. Executive Order 14192, Unleashing Prosperity Through Deregulation

E.O. 14192, Unleashing Prosperity through Deregulation, instructs agencies to ''alleviate unnecessary regulatory burdens.'' FAA expects this proposed rule, if finalized as proposed, to be an E.O. 14192 deregulatory action.

VII. Privacy

Although this rulemaking is expected to generate an increase in personally identifiable information (PII) collected through payment systems such as *Pay.gov*, FAA has determined that there would be no privacy impacts as a result of this rulemaking under section 522(a)(5) of division H of the FY 2005 Omnibus Appropriations Act, Public Law 108–447, 118 Stat. 3268 (Dec. 8, 2004) and section 208 of the E-Government Act of 2002, Public Law 107–347, 116 Stat. 2889 (Dec. 17, 2002).

With regard to the information persons may submit in accordance with this proposed rule's requirements, FAA has determined the only PII collected through *Pay.gov* would be payment information and billing information. FAA would not record or retain this information. FAA also examined and evaluated protections and alternative information-handling processes in developing the proposed rule to mitigate potential privacy risks.

VIII. Additional Information

A. Comments Invited

FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. FAA also invites comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rule. Before acting on this proposal, FAA will consider all comments it receives on or before the closing date for comments. FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to inform its rulemaking process better. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

B. Confidential Business Information

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act

[20] See DOT Order 5610.1D § 9.

[21] Id. § 9(b).

[22] 65 FR 67249 (Nov. 6, 2000).

[23] FAA Order No. 1210.20 (Jan.28, 2004), available at *www.faa.gov/documentLibrary/media/1210.pdf.*

(FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and is relevant or responsive to this NPRM, it is important you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to the person in the **FOR FURTHER INFORMATION CONTACT** section of this document. Any commentary FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

C. Electronic Access and Filing

A copy of this NPRM, all comments received, any final rule, and all background material may be viewed online at *www.regulations.gov* using the docket number listed above. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at *www.federalregister.gov* and the Government Publishing Office's website at *www.govinfo.gov.* A copy may also be found at FAA's Regulations and Policies website at *www.faa.gov/regulations_policies.*

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267–9677. Requests must identify the docket or notice number of this rulemaking.

All documents FAA considered in developing this proposed rule, including economic analyses and technical reports, may be accessed in the electronic docket for this rulemaking.

D. Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act of 1996, Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996), requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document may contact its local FAA official, or the person listed under the **FOR FURTHER INFORMATION CONTACT** heading at the beginning of the preamble. To find out more about SBREFA on the internet, visit *www.faa.gov/regulations_policies/rulemaking/sbre_act/.*

List of Subjects

14 CFR Part 13

Administrative practice and procedure, Air transportation, Aviation safety, Hazardous materials transportation, Investigations, Law enforcement, Penalties.

14 CFR Parts 47 and 49

Aircraft, Reporting and recordkeeping requirements.

14 CFR Part 61

Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Recreation and recreation areas, Reporting and recordkeeping requirements, Security measures, Teachers.

14 CFR Part 63

Aircraft, Airman, Alcohol abuse, Aviation safety, Drug abuse, Navigation (air), Reporting and recordkeeping requirements, Security measures.

14 CFR Part 65

Air traffic controllers, Aircraft, Airmen, Airports, Alcohol abuse, Aviation safety, Drug abuse, Reporting and recordkeeping requirements, Security measures.

14 CFR Part 187

Administrative practice and procedure, Air transportation.

14 CFR Part 406

Administrative practice and procedure, Confidential business information, Investigations, Law enforcement, Penalties, Space transportation and exploration.

The Proposed Amendment

For the reasons discussed in the preamble, the Federal Aviation Administration proposes to amend chapters I and III of title 14, Code of Federal Regulations as follows:

PART 13—INVESTIGATIVE AND ENFORCEMENT PROCEDURES

■ 1. The authority citation for part 13 continues to read as follows:

Authority: 18 U.S.C. 6002; 28 U.S.C. 2461 note; 49 U.S.C. 106(g), 5121–5124, 40113–40114, 44103–44106, 44701–44704, 44709–44710, 44713, 44725, 44742, 44802 (note), 46101–46111, 46301, 46302 (for a violation of 49 U.S.C. 46504), 46304–46316, 46318–46320, 46501–46502, 46504, 46507, 47106, 47107, 47111, 47122, 47306, 47531–47532; 49 CFR 1.83.

■ 2. Amend § 13.15 by revising paragraph (c)(2)(i) to read as follows:

§ 13.15 Civil penalties: Other than by administrative assessment.

* * * * *

(c) * * *

(2) * * *

(i) Submitting electronic payment in the amount offered by the Administrator in the civil penalty letter, unless another payment method is otherwise authorized by law. The agency attorney will send a letter to the person charged with the violation stating that payment is accepted in full settlement of the civil penalty action; or

* * * * *

■ 3. Amend § 13.16 by removing paragraphs (l)(1)(i) and (ii) and revising paragraph (l)(1) to read as follows:

§ 13.16 Civil penalties: Administrative assessment against a person other than an individual acting as a pilot, flight engineer, mechanic, or repairmen; administrative assessment against all other persons for hazardous materials violations.

* * * * *

(l) *Payment.* (1) A person must pay a civil penalty by making an electronic payment according to the directions specified for the notice of proposed civil penalty, the final notice of proposed penalty, the order assessing civil penalty, or the compromise order, unless another payment method is otherwise authorized by law.

* * * * *

■ 4. Amend § 13.18 by removing paragraphs (j)(1)(i) and (ii) and revising paragraph (j)(1) to read as follows:

§ 13.18 Civil penalties: Administrative assessment against an individual acting as a pilot, flight engineer, mechanic, or repairman.

* * * * *

(j) *Payment.* (1) An individual must pay a civil penalty by making an electronic payment according to the directions specified for the notice of proposed assessment, the order of assessment, or the compromise order, unless another payment method is otherwise authorized by law.

* * * * *

PART 47—AIRCRAFT REGISTRATION

■ 5. The authority citation for part 47 continues to read as follows:

Authority: 4 U.S.T. 1830; Pub. L. 115–254, Pub. L. 108–297, 118 Stat. 1095 (49 U.S.C. 40101 note, 49 U.S.C. 44101 note); 49 U.S.C. 106(f), 40113–40114, 44101–44108, 44110–44113, 44701, 44703–44704, 44713, 45302, 46104, 46301.

■ 6. Amend § 47.17 by revising paragraph (b) to read as follows:

§ 47.17 Fees.

* * * * *

(b) Each application must be accompanied by the proper fee, that must be paid by submitting an electronic payment to the Federal Aviation Administration, unless another payment method is otherwise authorized by law.

* * * * *

PART 49— RECORDING OF AIRCRAFT TITLES AND SECURITY DOCUMENTS

■ 7. The authority citation for part 49 continues to read as follows:

Authority: 4 U.S.T. 1830; Pub. L. 108–297, 118 Stat. 1095 (49 U.S.C. 40101 note, 49 U.S.C. 44101 note); 49 U.S.C. 106(f), 40113–40114, 44101–44108, 44110–44113, 44701, 44704, 44713, 45302, 46104, 46301.

■ 8. Amend § 49.15 by revising paragraph (c) to read as follows:

§ 49.15 Fees for recording.

* * * * *

(c) Each conveyance must be accompanied by the proper fee, that must be paid by submitting an electronic payment to the Federal Aviation Administration, unless another payment method is otherwise authorized by law.

* * * * *

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

■ 9. The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 44729, 44903, 45102–45103, 45301–45302.

■ 10. Amend § 61.29 by revising paragraphs (a)(1), (a)(2), (b)(1), (b)(2), (c)(1), and (c)(2) to read as follows:

§ 61.29 Replacement of a lost or destroyed airman or medical certificate or knowledge test report.

(a) * * *

(1) By letter to the U.S. Department of Transportation, FAA, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any manner and form approved by the Administrator including a request online to Airmen Services at *amsrvs.registry.faa.gov/amsrvs,* and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

(b) * * *

(1) By letter to the U.S. Department of Transportation, FAA, Aerospace Medical Certification Division, P.O. Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any manner and form approved by the Administrator and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

(c) * * *

(1) By letter to the U.S. Department of Transportation, FAA, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any manner and form approved by the Administrator and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

* * * * *

PART 63—CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

■ 11. The authority citation for part 63 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

■ 12. Amend § 63.16 by revising paragraphs (b)(1), (b)(2), (c)(1), (c)(2), (d)(1), and (d)(2) to read as follows:

§ 63.16 Change of name; replacement of lost or destroyed certificate.

* * * * *

(b) * * *

(1) By letter to the U.S. Department of Transportation, Federal Aviation Administration, Airmen Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any form and manner approved by the Administrator including a request to Airman Services at *amsrvs.registry.faa.gov/amsrvs,* and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

(c) * * *

(1) By letter to the U.S. Department of Transportation, FAA, Aerospace Medical Certification Division, P.O. Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any manner and form approved by the Administrator and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

(d) * * *

(1) By letter to the U.S. Department of Transportation, FAA, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by electronic payment to the FAA, unless another payment method is otherwise authorized by law; or

(2) In any manner and form approved by the Administrator and must be accompanied by an electronic payment for the appropriate fee, unless another payment method is otherwise authorized by law.

* * * * *

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

■ 13. The authority citation for part 65 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

■ 14. Amend § 65.16 by revising paragraphs (b)(2) and (c) to read as follows:

§ 65.16 Change of name: Replacement of lost or destroyed certificate.

* * * * *

(b) * * *

(1) * * *

(2) Be accompanied by an electronic payment of $2 to the Federal Aviation Administration, unless another payment method is otherwise authorized by law.

(c) An application for a replacement of a lost or destroyed medical certificate is made by letter to the U.S. Department of Transportation, Federal Aviation Administration, Aerospace Medical Certification Division, Post Office Box 25082, Oklahoma City, OK 73125, and the appropriate fee must be paid by an electronic payment of $2 to the Federal Aviation Administration, unless another payment method is otherwise authorized by law.

* * * * *

PART 187—FEES

15. The authority citation for part 187 continues to read as follows:

Authority: 31 U.S.C. 9701; 49 U.S.C. 106(f), 106(g), 106(l)(6), 40104–40105, 40109, 40113–40114, 44702, 45301.

■ 16. Amend § 187.15 by revising paragraphs (a) and (d) to read as follows:

§ 187.15 Payment of fees.

(a) Prior to the provision of any service under this part, the fees of this part must be paid to the Federal Aviation Administration by electronic payment, unless another payment method is otherwise authorized by law, and must be paid in U.S. currency.

(b) * * *

(c) * * *

(d) The fees described in § 187.51 are payable to the Federal Aviation Administration in U.S. currency. Fees must be paid by electronic payment, unless another payment method is otherwise authorized by law.

PART 406—INVESTIGATIONS, ENFORCEMENT, AND ADMINISTRATIVE REVIEW

■ 17. The authority citation for part 406 continues to read as follows:

Authority: 51 U.S.C. 50901–50923.

■ 18. Amend § 406.9 by revising paragraph (h) to read as follows:

§ 406.9 Civil penalties.

* * * * *

(h) *Method of payment.* A respondent must pay a civil penalty by electronic payment to the Federal Aviation Administration, unless another payment method is otherwise authorized by law.

* * * * *

Issued under authority provided by 49 U.S.C. 106(f), 44101–44107, 44506, 44701(a), 44702, 44703, 44728, 44747, Chapter 453, Chapter 463, and 46301, and 51 U.S.C. 50917 in Washington, DC.

Michael J. Ciamarra,

Assistant Administrator, Office of Policy and Rulemaking.

[FR Doc. 2026–23397 Filed 11–16–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13817; Project Identifier MCAI–2026–00492–A]

RIN 2120–AA64

Airworthiness Directives; Daher Aircraft, SAS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2015–17–10, which applies to certain SOCATA (type certificate currently held by Daher Aircraft, SAS) (Daher) Model TBM 700 airplanes. AD 2015–17–10 requires repetitively inspecting the forging body of the main landing gear (MLG) for cracks and, depending on findings, performing corrective actions. AD 2015–17–10 allows for replacement of affected MLG with a reinforced landing gear as a terminating action for repetitive inspections. Since the FAA issued AD 2015–17–10, additional MLG serviceable parts have been developed, and it has been determined that dye penetrant is no longer an authorized inspection method. This proposed AD would continue to require the actions of AD 2015–17–10, add the additional serviceable parts, and eliminate the option of using dye penetrant as an inspection method. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by January 4, 2027.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov*. Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–91, West Building Fifth Floor, Room W58–213, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–13817; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Daher Aircraft, Daher Aerospace, Daher-Socata, or EADS-Socata TBM material identified in this proposed AD, contact Daher Aircraft, SAS, Daher Aerospace Customer Support, Airplane Business Unit, Tarbes—Cedex 9, France; phone: +1 833 826 2273; email: *tbmcare@daher.com;* website: *daher.com*.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT: Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4141; email: *zakaria.f.abdi@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include ''Docket No. FAA–2026–13817; Project Identifier MCAI–2026–00492–A'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov,* including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.