

control requirements and provide in-service data on aircraft component failure. Pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and anyone else having knowledge of a strike can report incidents to the FAA, primarily using the online version of FAA Form 5200–7. The data becomes part of the publicly available National Wildlife Strike Database used to enhance safety by airports, airlines, engine and airframe manufacturers, and the FAA.

Respondents: Approximately 19,739 pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and others with knowledge of a strike.

Frequency: As needed.

Estimated Average Burden per

Response: 5 Minutes.

Estimated Total Annual Burden:
1,645 Hours.

Issued in Washington, DC, on September 22, 2025.

Anthony M. Butters,

Manager, Airport Safety Policy Branch, Office of Airports Safety and Standards.

[FR Doc. 2025–18486 Filed 9–23–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Unmanned and Autonomous Flight Advisory Committee

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

ACTION: Notice; solicitation of nominations for membership.

SUMMARY: The Department solicits nominations for membership to serve on the Unmanned and Autonomous Flight Advisory Committee (UAFAC), which is intended to provide advice to the Secretary of Transportation through the FAA Administrator on policy and technical-level issues related to unmanned and autonomous aviation operations and activities.

DATES: The deadline for nominations for Committee members must be received on or before October 24, 2025.

ADDRESSES: Email all nomination materials to 9-FAA-UAFAC@faa.gov.

FOR FURTHER INFORMATION CONTACT: Gary Kolb, Analyst, Regulatory Planning Branch, Office of Rulemaking, 9-FAA-UAFAC@faa.gov, 202–267–4441.

SUPPLEMENTARY INFORMATION: UAFAC was established by the Secretary on January 14, 2025 pursuant to Section

916 of the FAA Reauthorization Act of 2024, Public Law 118–63, and in accordance with the Federal Advisory Committee Act, 5 U.S.C. ch. 10. The purpose of UAFAC is to provide advice on policy and technical-level issues related to unmanned and autonomous aviation operations and activities, including, at a minimum, the following:

a. The safe integration of unmanned aircraft systems and autonomous flight operations into the National Airspace System, including feedback on the following:

- (1) The certification and operational standards of highly automated aircraft, unmanned aircraft, and associated elements of such aircraft; and
- (2) Coordination of procedures for operations in controlled and uncontrolled Airspace, and communication protocols;

b. The use cases of unmanned aircraft systems, including evaluating and assessing the potential benefits of using unmanned aircraft systems;

c. The development of processes and methodologies to address safety concerns related to the operation of unmanned aircraft systems, including risk assessments and mitigation strategies;

d. Unmanned aircraft system training, education, and workforce development programs, including evaluating aeronautical knowledge gaps in the unmanned aircraft system workforce, assessing the workforce needs of unmanned aircraft system operations, and establishing a strong pipeline to ensure a robust unmanned aircraft system workforce;

e. The analysis of unmanned aircraft system data and trends; and

f. Unmanned aircraft system infrastructure, including the use of existing aviation infrastructure and the development of necessary infrastructure.

In addition, UAFAC will provide advice on equipping and enabling communities to be informed about how unmanned aircraft systems, autonomous aviation operations, and other technologies may operate in ways that are least impactful to those communities.

The Committee is chartered through January 14, 2027 and is subject to renewal every two years. The Committee is expected to meet an estimated three times a year. Unless otherwise required by law or approved by the Secretary, all meetings will be held virtually (or in a hybrid forum that does not require additional use of Federal funds).

In this notice, the Department is soliciting nominations for membership

to the Committee. Members are appointed by the Secretary of Transportation. The Committee shall report to the Secretary of Transportation through the FAA Administrator. UAFAC comprises no more than 12 representative members from the following stakeholder groups:

- (1) Commercial operators of unmanned aircraft systems;
- (2) Unmanned aircraft system manufacturers;
- (3) Counter-UAS manufacturers;
- (4) FAA-approved unmanned aircraft system service suppliers;
- (5) Unmanned aircraft system test ranges under section 44803 of title 49, United States Code;
- (6) Unmanned aircraft system physical infrastructure network providers;
- (7) Community advocates with safety, privacy, and noise interests related to unmanned and autonomous aviation operations and activities;
- (8) Certified labor organizations representing commercial airline pilots, air traffic control specialists employed by the Administration, certified aircraft maintenance technicians, certified aircraft dispatchers, or aviation safety inspectors; and
- (9) Academia or a relevant research organization.

Members will serve a 2-year term but may be reappointed. The Department is interested in ensuring membership is balanced fairly in terms of the points of view represented and the functions to be performed by the Committee.

Process and Deadline for Submitting Nominations: Qualified individuals can self-nominate or be nominated by any individual or organization. To be considered for UAFAC, nominators should submit the following information:

(1) Name, title, and relevant contact information (including phone, fax, and email address) of the individual requesting consideration.

(2) A letter of support from a company, union, trade association, academic, or nonprofit organization on letterhead containing a brief description of why the nominee should be considered for membership.

(3) A short biography of the nominee, including professional and academic credentials.

(4) An affirmative statement that the nominee meets all Committee eligibility requirements and identifies which stakeholder group they would represent.

Please do not send company, trade association, or organization brochures or any other information. Materials submitted should total two pages or less. Should more information be

needed, DOT staff will contact the nominee, obtain information from the nominee's past affiliations, or obtain information from publicly available sources, such as the internet.

Nominations must be received before October 24, 2025. Nominees selected for appointment to the Committee will be notified by return email and by letter of appointment.

Issued in Washington, DC, on September 12, 2025.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2025-18472 Filed 9-23-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Extension of Public Comment Period on the Draft Environmental Impact Statement for the SpaceX Starship-Super Heavy Vehicle at Launch Complex 39A, at Kennedy Space Center in Merritt Island, Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Public comment period.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA) and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the extension of the comment period on the Draft Environmental Impact Statement for SpaceX Starship-Super Heavy Vehicle operations at Launch Complex 39A at Kennedy Space Center in Merritt Island, Florida (Draft EIS).

DATES: The public comment period for the Draft EIS will close on September 29, 2025.

ADDRESSES: The Draft EIS is available for public review at https://www.faa.gov/space/stakeholder_engagement/spacex_starship_ksc. The Draft EIS has been posted and comments will be received through the Federal E-Rulemaking Portal: <https://www.regulations.gov>. Search for "FAA-2024-1395" to retrieve the docket and follow the instructions to submit a comment.

The FAA invites interested parties to submit comments on the Draft EIS. Public comments can be submitted electronically to www.regulations.gov under Docket No. FAA-2024-1395, by postal mail to Ms. Eva Long, FAA Environmental Protection Specialist, c/o Leidos, 2877 Guardian Lane, Virginia Beach, VA 23452.

SUPPLEMENTARY INFORMATION: The Draft EIS analyzes:

- Up to 44 Starship-Super Heavy launches per year
- Up to 44 Super Heavy landings per year, to include landings at LC-39A, landing on a dronship in the Atlantic Ocean, or expending in the Atlantic Ocean
- Up to 44 Starship landings per year, to include landings at LC-39A, landing on a dronship in the Atlantic Ocean, or soft-water or hard-water landing with expending or recovery in the Atlantic Ocean, Pacific Ocean, or Indian Ocean
- Construction of launch, landing, and other associated infrastructure at and in proximity to LC-39A

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that it will be able to do so. All comments received during the comment period will be given equal weight and be taken into consideration in the preparation of the Final EIS.

Issued in Washington, DC, on September 22, 2025.

Stacey Molinich Zee,

Manager, Operations Support Branch.

[FR Doc. 2025-18523 Filed 9-23-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Request To Release Airport Property; Maquoketa Municipal Airport (OQW), Maquoketa, Iowa

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on request to release airport property for land disposal.

SUMMARY: The FAA proposes to rule and invites public comments on the release and disposal of one parcel of land at the Maquoketa Municipal Airport (OQW), Maquoketa, Iowa.

DATES: Comments must be received on or before October 24, 2025.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Amy J. Walter, Airports Land Specialist,

Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Joshua Boldt, City Manager, City of Maquoketa, 201 E Pleasant Street, Maquoketa, IA 52060, (563) 652-2484.

FOR FURTHER INFORMATION CONTACT:

Amy J. Walter, Airports Land Specialist, Federal Aviation Administration, Airports Division, ACE-620G, 901 Locust, Room 364, Kansas City, MO 64106, (816) 329-2603, amy.walter@faa.gov.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 3.59-acres of airport property at the Maquoketa Municipal Airport (OQW) under the provisions of 49 U.S.C. 47107(h)(2). The City Manager has requested from the FAA one parcel totaling 3.59-acres of airport property be released from obligations and sold. The FAA determined the request to release and sell this property at the Maquoketa Municipal Airport (OQW) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release and sale of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

Maquoketa Municipal Airport (OQW) is proposing the release and sale of 3.59-acres of airport property. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the release of land and surface rights at the Maquoketa Municipal Airport (OQW) from the conditions of the AIP Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value when the parcel is sold.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may request an appointment and inspect the application, notice and other documents