

proposed rule change is January 12, 2026. The Commission is extending this 45-day time period.

The Commission finds it appropriate to designate a longer period within which to take action on the proposed rule change so that it has sufficient time to consider the proposed rule change and the issues raised therein. Accordingly, the Commission, pursuant to Section 19(b)(2) of the Act,⁵ designates February 26, 2026, as the date by which the Commission shall either approve or disapprove, or institute proceedings to determine whether to disapprove, the proposed rule change (File No. SR-NYSEARCA-2025-77).

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.⁶

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2026-00295 Filed 1-9-26; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Draft FAA Transition Plan to Unleaded Aviation Gasoline

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

ACTION: Notice of availability; request for comments.

SUMMARY: 2024 FAA Reauthorization Act, Section 827, directed FAA to develop a formal Transition Plan to unleaded Avgas. The FAA is seeking public comments on the draft FAA Transition Plan to Unleaded Aviation Gasoline to facilitate a structured, safe, timely, coordinated, and orderly transition to unleaded aviation gasoline alternatives while maintaining the operational efficiency of the general aviation fleet. The comprehensive framework outlined in this transition plan encompasses fuel authorizations and comparison testing, market experience, and the national transition to unleaded fuel(s).

DATES: Comments on this notice must be submitted on or before March 13, 2026.

ADDRESSES: Draft FAA Transition Plan to Unleaded Aviation Gasoline document can be viewed and receive comment submissions through the FAA's Aviation Safety Draft Documents website, https://www.faa.gov/aircraft/draft_docs.

FOR FURTHER INFORMATION CONTACT: Paul Wrzesinski, Ph.D., FAA Office of Senior Technical Experts, Aircraft Certification Service, 800 Independence Avenue SW, Washington, DC 20591, Telephone (405) 945-6626, Email paul.j.wrzesinski@faa.gov. Alternate contact: Maria DiPasquantonio, FAA Office of Senior Technical Experts, Aircraft Certification Service, 800 Independence Avenue SW, Washington, DC 20591, Telephone (202) 267-9336, Email: Maria.DiPasquantonio@faa.gov.

SUPPLEMENTARY INFORMATION: The Draft FAA Transition Plan to Unleaded Aviation Gasoline outlines strategies to safely eliminate lead aviation fuels, approve unleaded alternatives for all piston-engine aircraft, ensure continued availability of aviation gasoline, and promote widespread access to unleaded aviation gasoline at airports. Building on years of collaborative efforts through the government-industry initiative, Eliminate Aviation Gasoline Lead Emissions (EAGLE), this plan aims to transition to lead-free aviation fuels for piston-engine aircraft in a safe and efficient manner. The 2024 FAA Reauthorization Act Section 827 reinforces the critical need for this transition, mandating that FAA continue collaborations with industry and federal stakeholders to eliminate lead emissions from aviation gasoline by 2030 (2032 in Alaska).

Issued in Washington, DC, on January 6, 2026.

Caitlin E. Locke,
Executive Director, Aircraft Certification Service.

[FR Doc. 2026-00296 Filed 1-9-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0147]

Qualification of Drivers: Skill Performance Evaluation Program; Virginia Department of Motor Vehicles Application for Exemption Renewal

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; renewal of exemption.

SUMMARY: FMCSA announces its decision to renew the exemption for truck and bus drivers who are licensed in the Commonwealth of Virginia and need a Skill Performance Evaluation (SPE) Certificate to operate commercial

motor vehicles (CMV) in interstate commerce. FMCSA has analyzed the exemption renewal application and the public comment and has determined that the exemption, subject to the terms and conditions set forth below, is likely to achieve a level of safety that is equivalent to, or greater than, the level that would be achieved in the absence of the exemption.

DATES: The exemption is effective January 8, 2026, and expires July 8, 2027.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, FMCSAMedical@dot.gov. If you have questions on viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2013-0147/document> and choose the document to review. To view comments, click this notice, then click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analyses. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish the decision in the **Federal**

⁵ 15 U.S.C. 78s(b)(2).

⁶ 17 CFR 200.30-3(a)(31).