

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Docket No. FAA–2026–6968]****Notice of Availability, Notice of Public Comment Period, and Request for Comment on the Draft Tiered Environmental Assessment for SpaceX Starship Reentry Contingency Operations in the Pacific Ocean and Additional Starship Landing Trajectory****AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).**ACTION:** Notice of availability and public comment period.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), DOT Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*, and FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, the FAA is announcing the availability of and requesting comment on the Draft Tiered Environmental Assessment for SpaceX Starship Reentry Contingency Operations in the Pacific Ocean and Additional Starship Landing Trajectory (Draft Tiered EA).

DATES: The public comment period for the Draft Tiered EA will close on July 27, 2026.

ADDRESSES: The Draft Tiered EA is available for public review at https://www.faa.gov/space/stakeholder_engagement/spacex_starship.

Public comments can be submitted electronically to www.regulations.gov under Docket No. FAA–2026–6968, or by postal mail to Ms. Amy Hanson, c/o ICF, 1902 Reston Metro Plaza, Reston, VA 20190.

The Unique ID for this document is EAXX–021–12–000–1781778641.

For more information visit: https://www.faa.gov/space/stakeholder_engagement/spacex_starship.

SUPPLEMENTARY INFORMATION: The FAA is the lead federal agency, and 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. Under the Proposed Action, the FAA is evaluating SpaceX's proposal to modify its existing vehicle operator license 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 Draft Tiered EA also evaluates the potential environmental impacts associated with FAA's approval of related airspace closures.

The Draft TEA has been posted, and comments will be received through the Federal E-Rulemaking Portal: <http://www.regulations.gov>. Search for Docket No. FAA–2026–6968 to retrieve the docket and follow the instructions to submit a comment.

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 we 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 Tiered EA.

Dated: July 10, 2026.

Stacey Molinich Zee,

Manager, Operations Support Branch.

[FR Doc. 2026–14148 Filed 7–13–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Operating Limitations at Chicago O'Hare International Airport**

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).
ACTION: Extension to order.

SUMMARY: This action extends the April 20, 2026, order limiting the number of scheduled aircraft operations at Chicago O'Hare International Airport (ORD) through October 30, 2027.

DATES: This action is effective on October 25, 2026.

SUPPLEMENTARY INFORMATION: On April 20, 2026, FAA issued a final order limiting operations at ORD ("the ORD Order").¹ The ORD Order is scheduled to expire on October 24, 2026. The

¹ See Operating Limitations at Chicago O'Hare International Airport, Order Establishing Scheduling Limits, 91 FR 21071 (April 20, 2026), as amended on April 27, 2026, 91 FR 22573.

construction projects and adjustments on the airfield necessitating the Order are expected to continue through Summer 2027, which will continue to limit airport capacity and impact airport operations. FAA finds that significant delay and operational disruption would occur at ORD if the ORD Order were to expire as originally scheduled. Under the authority provided to the Secretary of Transportation and the FAA Administrator by 49 U.S.C. 40101, 40103, 40113, and 41722, FAA extends the ORD Order until October 30, 2027.² This Order takes effect on October 25, 2026, and expires on October 30, 2027. Any authorized scheduled timing not used during the remainder of the Winter 2026/2027 and Summer 2027 Scheduling Seasons will not be prioritized for the purposes of establishing an operational baseline for the next corresponding season unless the carrier notifies FAA of a request for prioritization. The authority for the ORD Order and terms and conditions contained in the ORD Order remain in force and affect.

Issued in Washington, DC, on July 10, 2026.

Bryan Bedford,

Administrator.

[FR Doc. 2026–14147 Filed 7–10–26; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION**Pipeline and Hazardous Materials Safety Administration****Hazardous Materials: Notice of Applications for Modification to Special Permits**

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of applications for modification of special permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations, notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein.

DATES: Comments must be received on or before July 29, 2026.

ADDRESSES: Record Center, Pipeline and Hazardous Materials Safety

² FAA finds that notice and comment procedures under 5 U.S.C. 553(b) are impracticable, unnecessary, and contrary to the public interest, as no significant substantive changes are included in this action.