LACs identified to provide the public with an opportunity to view and analyze the data with or without this data.

The data provided covers all Federal civilian workforce data reported by Executive branch agencies with the exception of the following: U.S. Postal Service, Postal Rate Commission, Central Intelligence Agency, National Security Agency, Defense Intelligence Agency, National Geospatial-Intelligence Agency, Office of the Director of National Intelligence, White House Office, Official Residence of the Vice President, Office of the Vice President, Census Bureau temporary workers, Foreign service personnel at the Department of State, Tennessee Valley Authority, Federal Reserve—Board of Governors (the Consumer Financial Protection Bureau is included in EHRI as an agency subelement of the Federal Reserve), Public Health Service Commissioned Officer Corps, Non-appropriated fund employees, Foreign nationals overseas, Executive Residence, and President's Intelligence Advisory Board.

SEPARATIONS AND TERMINATIONS

[FY 2019–2026]

	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26 *	Grand total
NOAC 330	2,838	2,577	2,434	2,842	3,008	3,119	4,154	3,571	24,543
LTM	2	22	7	9	9	4	3	1	57
LUM	0	4	4	0	4	5	1	7	25
QGM	182	195	226	208	164	228	261	249	1,713
V5J	27	16	11	28	15	17	16	18	148
V6J	1,714	1,455	1,327	1,680	1,766	1,880	2,533	2,245	14,600
V9A	24	21	16	12	7	6	36	40	162
VAJ	223	218	265	325	321	282	299	243	2,176
VWP	275	255	242	254	293	304	337	301	2,261
ZLM	391	391	336	326	429	393	668	467	3,401
NOAC 357	4	3	0	1	7	6	6	1	28
A3M	4	1	0	1	4	5	4	1	20
VAA	0	2	0	0	3	1	2	0	8
Total (no ZLM)	2,451	2,189	2,098	2,517	2,586	2,732	3,492	3,105	21,170
Total (with ZLM)	2,842	2,580	2,434	2,843	3,015	3,125	4,160	3,572	24,571

* Data through June 2026.

We the Doers

On August 27, 2026, the organization We the Doers published the report, ''Fast but Fair Federal Firing: Balancing Speed and Due Process when Removing Employees for Cause.'' [5] The report highlights some of the flaws in holding Federal employees accountable for poor performance and misconduct. For one, the report finds that supervisors and managers are incentivized to leave poor performers on the job.[6] As OPM explained in the proposed rule, this is the type of flaw it is seeking to correct by reducing the burdens placed on supervisors in holding employees accountable. Because this report was published after the close of the public comment period, OPM is reopening the comment period to allow the public to submit comments on the rulemaking as informed by this report.

Comments

To provide time for interested parties to consider and comment on this data, OPM reopens the comment period from September 15, 2026 to September 29, 2026. OPM will only consider comments and material received during the reopened comment period that address the data published in the supplementary information. OPM will not consider late-filed comments.

Signing Statement

The Director of OPM, Scott Kupor, reviewed and approved this document and has authorized the undersigned to electronically sign and submit this document to the Office of the Federal Register for publication.

Office of Personnel Management.

Alexys Stanley,

Federal Register Liaison.

[FR Doc. 2026–18943 Filed 9–14–26; 8:45 am]

BILLING CODE 6325–39–P

OFFICE OF PERSONNEL MANAGEMENT

5 CFR Part 890

[Docket ID: OPM–2026–xxxx]

RIN 3206–XXXX

Federal Employees Health Benefits Program: Optimizing FEHB Plan Offerings

AGENCY: Office of Personnel Management.

ACTION: Request for information.

SUMMARY: This request for information (RFI) seeks public input on how to optimize health benefits plan options offered in the Federal Employees Health Benefits (FEHB) Program, which includes the Postal Service Health Benefits (PSHB) Program, to give enrollees high value choices at competitive costs while ensuring the appropriate number and distribution of options are available to enrollees. Currently, health benefits plans in the FEHB Program are limited to offering three options or two options and a high-deductible health plan (HDHP) pursuant to 5 CFR 890.201(b)(3)(i). The information gathered through this RFI will inform the Office of Personnel Management (OPM) as to whether modifications to the current FEHB regulations are needed through future notice and comment rulemaking as OPM explores ways to optimize the FEHB and PSHB portfolio and provide enrollees with high value choices at competitive costs.

DATES: Comments must be received on or before November 16, 2026.

ADDRESSES: You may submit comments, identified by docket number and/or Regulation Identifier Number (RIN) and title, by the following method:

[5] *https://wethedoers.org/wp-content/uploads/2026/08/Fast_but_Fair_Federal_Firing_08272026.pdf.*

[6] Id. at 6.

• *Federal Rulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments.

All submissions received must include the agency name and docket number or RIN for this document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing at *https://www.regulations.gov* as they are received, without change, including any personal identifiers or contact information.

FOR FURTHER INFORMATION CONTACT: Meredith Gitangu, Senior Benefits Analyst, *meredith.gitangu@opm.gov,* (202) 606–2678.

SUPPLEMENTARY INFORMATION:

Background

The FEHB Program was established in 1960 and is the largest employer-sponsored health insurance program in the United States. There are approximately 8.3 million covered individuals in the FEHB Program. Covered individuals include employees of the federal government, annuitants, covered family members, former spouses, and statutorily eligible groups enumerated in 5 U.S.C. 8901; and tribal employees of tribal employers, pursuant to 25 U.S.C. 1647b. Postal Service employees, Postal Service annuitants, and their family members are eligible for health benefits under the PSHB Program pursuant to 5 U.S.C. 8903c.

OPM administers the FEHB Program in accordance with Title 5 Chapter 89, United States Code and implementing regulations (5 CFR parts 890 and 892 and 48 CFR chapter 16). Under 5 U.S.C. 8913 OPM may prescribe regulations necessary to carry out administration of the FEHB Program.

OPM contracts with Carriers who provide health benefits plans in the FEHB Program, including the PSHB Program. For Plan Year 2026, there are 132 plan options from 47 Carriers in the FEHB Program and 75 plan options from 17 Carriers in the PSHB Program. Health benefits plans are limited to offering three options or two options and a HDHP pursuant to 5 CFR 890.201(b)(3)(i). When considering whether to allow health benefits plans to offer more, fewer, or different options, OPM is publishing this RFI and seeking public comment on the effect on premiums and health care costs, the consumer experience and the impact on operational practices.

As OPM explores ways to manage premium growth, it wishes to collect information from key stakeholders that support the FY 2026–2027 Annual Performance Plan's Strategic Objective 2.3 which seeks to ''[e]stablish and apply evidence-based criteria to assess the appropriate number and distribution of health plan options available to enrollees.''

OPM has used rulemaking on health benefits plan options offered in the past. In 2010,[1] OPM made changes to 5 CFR 890.201 to ''allow eligible FEHB plans to offer three options, without the requirement that one of the options be a high deductible health plan.'' Previously, the regulation stated, ''FEHB plans shall not have more than two options and a high deductible health plan.'' These changes applied to employee organization plans and health maintenance organizations (HMOs) described in 5 U.S.C. 8904(3) and (4), respectively. Then, in 2018,[2] OPM made additional modifications that ''revised the regulations so all health benefits plans are able to offer three options or two options and a high deductible health plan,'' expanding the 2010 rule to the Service Benefit Plan described in 5 U.S.C. 8903(1) and the Indemnity Benefit Plan described in 5 U.S.C. 8903(2).

Questions

OPM recognizes the importance of maintaining affordable health coverage while continuing to provide value to those enrolled. Modifying the number or types of health plan options in the FEHB Program is a measure that may help to address growing costs. OPM seeks input on how this can influence cost savings.

• For enrollees, how might more, fewer, or different health benefits plan options offered lessen the cost burdens or mitigate premium increases?

• Would enrollees like to have more, fewer, or different health benefits plan options offered to choose from?

• Would a wider variety of options drive enrollees to select plan options with lower premiums?

• Plan options with lower premiums may involve higher deductibles and how can enrollees be best informed about their cost sharing when making a health plan selection?

• Should there be a threshold or upper limit to what a plan may charge for premiums and if that limit is exceeded should the plan be required to eliminate the plan offering if the premiums are not reduced?

• For the government, how might more, fewer, or different health benefits plan options offered lessen cost burdens and mitigate increases to the government contribution?

• If more plan options offered are HDHPs with health savings accounts allowing for enrollees to pay for care on a pre-tax basis, what impact would it have on enrollees and the government?

• What cost implications would be borne by FEHB Program Carriers if more, fewer, or different plan options are offered?

• Are there other cost implications for OPM to consider?

Enrollee satisfaction in the FEHB Program remains high. The 2023 Federal Employee Benefits Survey (FEBS) reported 90% of respondents considered the FEHB Program availability as ''extremely important/important'' and 94% of respondents believed it ''meets needs to a great or moderate extent'' however only 66% of respondents considered it an ''excellent or good value.'' OPM seeks input on how more, fewer, or different health benefits plan options offered can impact the FEHB consumer experience.

• What are the advantages or disadvantages of offering more choices in the FEHB Program?

• Are there particular types of plan options that would be more advantageous or desired to the FEHB Program population?

• Would more, fewer, or different plan options have an impact on the health status of the FEHB Program population? For example, might an enrollee expedite or delay care based on the plan type and associated cost sharing?

• If the plan options offered are HDHPs, would it encourage enrollees to shop around for lower cost medical care?

• What consumer support changes would FEHB Program Carriers need to make if more, fewer, or different plan options were offered?

• Would changes to the health benefits plan options offered impact employees and annuitants differently?

• Are there additional consumer experience implications for OPM to consider?

OPM is the administrator of the FEHB Program and contracts with Carriers that offer health benefits plans. In addition, OPM relies on a network of professionals throughout the federal government tasked with supporting enrollees with enrollment and other key operational aspects of the FEHB Program. OPM seeks input on how more, fewer or different health benefits plan options offered can impact operational and business practices.

[1] 75 FR 76615.

[2] 83 FR 18399.

• Would offering more health plan options provide relief for existing plans facing detrimental adverse selection?

• How would more, fewer or different plan options affect current agency benefit officer (ABO) and human resource specialist training and knowledge and employee coaching or support practices?

• Are the currently available search tools and plan compare technology in the FEHB Program sufficient to support more, fewer or different plan option offerings?

• Are currently used payroll and human resource systems sufficient to support more, fewer, or different plan option offerings?

• What operational impacts would FEHB Carriers face if more, fewer or different plan options were offered?

• What types of contracting arrangements and incentives can be utilized to optimize plan options offerings and value?

• Are there other operational implications for OPM to consider?

Office of Personnel Management.

Alexys Stanley,

Federal Register Liaison.

[FR Doc. 2026–18944 Filed 9–14–26; 8:45 am]

BILLING CODE 6325–38–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8802; Project Identifier MCAI–2025–01828–A]

RIN 2120–AA64

Airworthiness Directives; Airbus Defence and Space GmbH Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Defence and Space GmbH Model BO–209–150 FF, BO–209–150 FV, BO–209–150 RV, BO–209–160 FV, BO–209–160 RV, and Bölkow Jr. airplanes. This proposed AD was prompted by reports of corrosion damage on the rudder drive. This proposed AD would require repetitive inspections of the rudder drive, corrective actions including replacement if corrosion is detected and the application of a corrosion inhibitor. This proposed AD would also prohibit the installation of affected parts. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by October 30, 2026.

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–30, West Building Ground Floor, Room W12–140, 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–2026–8802; 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 Airbus material identified in this proposed AD, contact Airbus Defence and Space GmbH, Dr. Alexander Allen, Willy-Messerschmitt-Strasse 1, 82024 Taufkirchen, Germany; phone: +49 (8459) 81–7883; email: *Lightweight-Aircraft@airbus.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: Jesse Wulf, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294–7183; email: *jesse.r.wulf@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–2026–8802; Project Identifier MCAI–2025–01828–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 this 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 Jesse Wulf, 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.

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2025–0284, dated December 16, 2025 (EASA AD 2025–0284) (also referred to as the MCAI), to correct an unsafe condition on all Airbus Defence and Space GmbH Bölkow Model BO 208 and BO 209 airplanes.

The MCAI states that corrosion damage has been reported on the rudder drive installed on Model BO 209 airplanes. It further states that due to the similarity of the rudder drive design, Model BO 208 airplanes may be subject to the same unsafe condition. This condition, if not detected and corrected, could reduce the structural integrity of the rudder drive, which could result in reduced control of the airplane. The MCAI requires repetitive inspections of the affected rudder drive, corrective actions if discrepancies are found, and the application of a corrosion inhibitor.

You may examine the MCAI in the AD docket at *regulations.gov*under Docket No. FAA–2026–8802.