

exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by September 25, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36950, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on GWRC's representative, Richard H. Streeter, Law Office of Richard H. Streeter, 5255 Partridge Lane NW, Washington, DC 20016.

According to GWRC, this action is excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: September 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2026-19105 Filed 9-17-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2026-10264]

Notice of Availability, Notice of Public Comment Period, and Request for Comment on the Draft Programmatic Environmental Assessment for Reentry Vehicle Operations in the Marine Environment

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

ACTION: Notice of availability and request for comment.

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*, FAA is announcing the availability of and requesting comment on the Draft Programmatic Environmental Assessment for Reentry Vehicle Operations in the Marine Environment (Draft PEA). FAA is also requesting comment on proposed new categorical exclusions (CATEXs) as

described in and substantiated by the Draft PEA.

DATES: The public comment period for the Draft PEA will close on October 19, 2026.

ADDRESSES: The Draft PEA is available for public review at https://www.faa.gov/space/environmental/nepa_docs. Public comments can be submitted electronically to www.regulations.gov under Docket No. FAA-2026-10264, or by postal mail to Nicholas Baker, FAA Environmental Protection Specialist, c/o ICF, 1902 Reston Metro Plaza, Reston, VA 20190. The Unique ID for this document is PEAX-012-12-000-1774526578.

FOR FURTHER INFORMATION CONTACT: For more information, visit https://www.faa.gov/space/environmental/nepa_docs or send an email to ReentryCapsulePEA@icf.com.

SUPPLEMENTARY INFORMATION: FAA is the lead federal agency, and the National Aeronautics and Space Administration and U.S. Coast Guard are cooperating agencies. FAA has prepared this Draft PEA to evaluate the potential environmental impacts associated with issuing vehicle operator licenses or experimental permits to commercial reentry vehicle operators, which would authorize reentry operations of vehicles in the marine environment. In addition to issuing a license or permit, FAA's federal actions include issuing airspace closures to ensure reentry operations are conducted safely. FAA intends to use this PEA to comply with its National Environmental Policy Act requirements for subsequent reviews of license or permit applications involving reentry operations in the marine environment, as well as to establish three new CATEXs, as described in the Draft PEA. The new CATEXs would be added to FAA Order 1050.1G, Appendix B-2.2 (Categorical Exclusions for Certification Actions). Concurrent with this public review period, FAA is consulting with the Council on Environmental Quality on its PEA and proposed CATEXs, in accordance with Section 1.4(b)(2) of FAA Order 1050.1G.

Proposed Categorical Exclusions

The first proposed CATEX is for issuing FAA vehicle operator licenses or experimental permits for reentry operations that are within the scope of operations described in Chapter 2, *Description of Proposed Action and Alternatives*, of the PEA. All FAA-licensed or -permitted reentry operations would occur within the study area analyzed in the PEA and the applicant's annual frequency of reentry operations would not exceed the

cumulative number of annual FAA-licensed and -permitted reentries described in the PEA.

The second proposed CATEX is for *renewing* FAA vehicle operator licenses or experimental permits for reentry operations that are within the scope of operations described in Chapter 2, *Description of Proposed Action and Alternatives*, of the PEA. All FAA-licensed or -permitted reentry operations would occur within the study area analyzed in the PEA and the applicant's annual frequency of reentry operations would not exceed the cumulative number of annual FAA-licensed and -permitted reentries described in the PEA.

The third proposed CATEX is for *modifying* FAA vehicle operator licenses or experimental permits for reentry operations that are within the scope of operations described in Chapter 2, *Description of Proposed Action and Alternatives*, of the PEA. Such modifications might include new splashdown locations within the study area analyzed in the PEA or new expended or reused components within the type and frequency described in Chapter 2 of the PEA.

Basis for Establishing the Categorical Exclusions

FAA Order 1050.1G states FAA may establish a CATEX through a decision document supported by a programmatic environmental document that substantiates the FAA's conclusion that the category of actions analyzed in the programmatic environmental document does not have significant effects, individually or in the aggregate.

As described in the PEA and consistent with CEQ's guidance memorandum, *Establishing, Revising, Adopting, and Applying Categorical Exclusions under the National Environmental Policy Act* (April 9, 2026), FAA has analyzed previously implemented reentry operations in multiple environmental documents prepared in accordance with NEPA and determined there would not be significant impacts on the human environment. Each EA resulted in a Finding of No Significant Impact (refer to Appendix B of the PEA for a list of these EAs).

Public Disclosure Statement

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, FAA cannot guarantee that we will be able to do so.

Issued in Washington, DC, on September 16, 2026.

Stacey Molinich Zee,

Manager, Operations Support Branch.

[FR Doc. 2026–19178 Filed 9–17–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–1218]

Notice of Availability of Revision E to FAA Order 8000.95, Regarding Individual Designee Management Policy

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: Revision E to FAA Order 8000.95, Individual Designee Management Policy, incorporates new FAA policy to address transition from the Designee Registration System to the Designee Management System (DMS) and aligns the Order with the DMS tool workflows. The revision updates several procedural descriptions to better match DMS workflows, including updates to automation for registering, enrolling, tracking, and recording designee training completions. The revision also changes the algorithm for the frequency of direct observation oversight intervals required of Flight Standards Service (FS) managing specialists, and updates email addresses and website links.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Geddie, Policy and Oversight Integration Section, AVS–64, AVS ODA Office, Federal Aviation Administration, by telephone at 405–954–6897 or by email at Scott.Geddie@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

A proposed version of FAA Order 8000.95D, Change 1 published in the **Federal Register** and was available for public comment from November 24, 2025 through January 23, 2026 (90 FR 53045, November 24, 2025). The FAA received 234 public comments. The comments were from various stakeholders, including educational institutions, industry associations, air carriers and commercial operators, and individuals. Organizations submitting comments included Aircraft Owners & Pilots Association, Angel City Flyers/Aero City Flyers, Aviation Services LLC,

Aviation Suppliers Association, Beech Training, Chickasha Wings Inc., Experimental Aircraft Association, Gulfstream Aerospace Corporation, Magnolia Aviation, Minnesota Pilots Association, National Association of Flight Instructors, National Flight Training Alliance, Palouse Pilot Training LLC, Society of Aviation & Flight Educators Inc., SoCo Flight Ops, T/Two Inc., Texas Turbine Conversions Inc., The Boeing Company, Three Rivers Aero, United Airlines, Utah State University, and Vapor Global Aviation LLC. Though FAA submitted a proposed version of FAA Order 8000.95D, Change 1, for public comment, the agency subsequently determined that the number and scope of changes required a comprehensive revision of the Order.

The proposed changes to FAA Order 8000.95D attracted a significant number of public comments. The comments addressed multiple key topics, including requirements for designee qualifications, examiner fee policies, oversight procedures, and the operational realities of flight training and certification. FAA has considered each comment and provides the following summary and responses in accordance with the rulemaking process.

Supportive Comments. While most comments included suggestions or critiques, stakeholders such as Aircraft Owners & Pilots Association and National Association of Flight Instructors expressed support for the FAA's general intent to update, clarify, and improve designee management policy, even as they recommended focused revisions or voiced concerns regarding specific proposed changes.

Five-Hour Pilot-in-Command (PIC) Make and Model Requirement for Designated Pilot Examiners (DPE). Multiple commenters, including flight instructor and examiner associations, flight schools, and individual DPEs, expressed concern regarding the proposed requirement that DPEs log at least five hours of PIC flight time in each make and model prior to administering practical tests in Airplane Single Engine Land (ASEL) or Airplane Single Engine Sea (ASES). Examiner associations that commented include Aircraft Owners & Pilots Association, Experimental Aircraft Association, Minnesota Pilots Association, National Association of Flight Instructors, National Flight Training Alliance, Utah State University. Flight schools that commented include Angel City Flyers/Aero City Flyers, Beech Training, Chickasha Wings Inc, Magnolia Aviation, Palouse Pilot Training, LLC, SoCo Flight Ops, Three Rivers Aero, and

Vapor Global Aviation. Commenters stated the requirement is operationally burdensome, would further constrain examiner availability, and exacerbate checkride delays, particularly for experimental and less common aircraft types. Some commenters pointed out existing regulatory framework already ensures examiner proficiency through category and class experience requirements, recent flight experience, and FAA oversight. Commenters reasoned that no safety data was presented to justify the necessity of a five-hour make and model requirement, and such a threshold is not a standard measure of proficiency elsewhere in FAA policy.

FAA partially accepted these recommendations. The final language has been revised as follows: prior to administering a practical test in a single-engine airplane that is turbine-powered or having Simplified Flight Controls, the designee must have logged at least five hours of PIC flight time in that single-engine make and model. This make-and-model requirement thus applies only to these higher-complexity aircraft. Broader make-and-model requirements for all single-engine airplanes were not adopted.

Fee Collection and “Reasonable Fee” Definition. Stakeholders, including Aircraft Owners & Pilots Association and National Association of Flight Instructors, commented on proposed fee collection provisions, expressing concern over the prohibition on collecting any fee prior to determination of applicant eligibility, which could leave examiners uncompensated for preparation or travel should the applicant be found ineligible. In addition, they commented that the lack of a clear definition for “reasonable fee,” could lead to inconsistent application, complaints, and possible examiner termination for subjective determinations of unreasonableness.

FAA partially accepted these concerns. The restriction on collecting fees prior to eligibility determination is removed from FAA Order 8000.95E.¹ The policy regarding fee collection is addressed in FAA Order 8900.1, Flight Standards Information Management System, Volume 5, Chapter 2, Section 1, paragraph 5–222, which remains in effect. Regarding the definition of “reasonable fee,” FAA has determined that providing a specific definition is outside the scope of this policy revision.

¹ The original language regarding fee collection can be found in draft FAA Order 8000.95D, Change 1, Volume 3, Chapter 5, paragraph f.(8).