

name, and date of birth of the number holder in connection with a credit transaction or a circumstance described in section 604 of the Fair Credit Reporting Act to SSA for verification via an application programming interface. Each PE must submit a certification statement<sup>5</sup> that the PE is in compliance with the Banking Bill as part of their application to SSA.

SSA revised the subscription tier structure for eCBSV in 2023.<sup>6</sup> Based on

feedback from PEs, we are increasing the upper limit on Tier 10 transactions from 75 million to 200 million transactions. All fees and other subscription tiers remain unchanged.

**Fees**

The public cost burden is dependent upon the number of PEs using the service and the annual transaction volume. We based the revised tier fee schedule below on 20 participating PEs in fiscal year (FY) 2024 submitting an

anticipated volume of 52 million transactions. The total cost for developing and operating the service is \$62 million through FY 2023. Of this amount, \$37 million remains unrecovered/unreimbursed. The subscription tier structure and associated fees are intended to recover these costs over a four-year period, assuming projected enrollments and transaction volumes meet these projections.

**eCBSV TIER FEE SCHEDULE**

Tier	Annual volume threshold	Annual fee
1	Up to 10,000 (1–10,000)	\$7,000
2	Up to 200,000 (10,001–200,000)	130,000
3	Up to 1 million (200,001–1 million)	630,000
4	Up to 2.5 million (1,000,001–2.5 million)	1,500,000
5	Up to 5 million (2,500,001–5 million)	3,000,000
6	Up to 10 million (5,000,001–10 million)	4,500,000
7	Up to 15 million (10,000,001–15 million)	5,000,000
8	Up to 20 million (15,000,001–20 million)	6,250,000
9	Up to 25 million (20,000,001–25 million)	7,250,000
10	Up to 200 million (25,000,001–200 million)	8,250,000

Each enrolled PE will be required to remit the above tier-based subscription fee for the 365-day agreement period starting on or after April 22, 2024.

Fees are calculated based on forecasted systems and operational expenses, agency oversight, overhead, and Certified Public Accountant audit contract costs.

Section 215(h)(1)(B) of the Banking Bill, 42 U.S.C. 405b(h), requires that the Commissioner shall “periodically adjust” the price paid by users to ensure that amounts collected are sufficient to fully offset the costs of administering the eCBSV system. On at least an annual basis, SSA will monitor costs incurred to provide eCBSV services and will revise the tier fee schedule accordingly. We will notify PEs of the tier fee schedule in effect at the renewal of eCBSV user agreements, when a PE begins a new 365-day agreement period, and via notice in the **Federal Register**. PE renewals will be governed by the tier in effect at the time of renewal.

For further information contact Christopher David, Office of Data Exchange, Policy Publications, and International Negotiations, Social Security Administration, 6401 Security Boulevard, Baltimore, Maryland 21235–

6401, (866) 395–8801, email [eCBSV@ssa.gov](mailto:eCBSV@ssa.gov). For information on eligibility or filing for benefits, call SSA’s national toll-free number, 1–800–772–1213 or TTY 1–800–325–0778, or visit SSA’s internet site, Social Security Online, at <https://www.socialsecurity.gov>.

**Chad Poist,**

*Deputy Commissioner, Office of Budget, Finance, and Management, Social Security Administration.*

[FR Doc. 2024–08152 Filed 4–16–24; 8:45 am]

**BILLING CODE 4191–02–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Launch of a Reentry Vehicle as a Payload That Requires a Reentry Authorization To Return to Earth**

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

**ACTION:** Notice.

**SUMMARY:** This action provides notice that in general, the FAA will not authorize launch of a reentry vehicle as a payload that will require a reentry

authorization to return to Earth unless the reentry vehicle operator has obtained the appropriate reentry authorization.

**DATES:** Applicable April 17, 2024.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stephen Earle, Manager, Space Policy and Outreach Branch, (202) 267–8379.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

The Commercial Space Launch Act of 1984, as codified and amended at 51 U.S.C.—Commercial Space Transportation, chapter 509, Commercial Space Launch Activities, 51 U.S.C. 50901–50923 (the Act), authorizes the DOT and the FAA, through delegations, to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites as carried out by United States (U.S.) citizens or within the U.S. Consistent with the authority conferred under 51 U.S.C. chapter 509, the FAA reviews payloads to be launched or reentered under an FAA license to determine the effect of the payload’s launch or reentry on public health and safety, safety of property, U.S. national security or

of the Electronic Signatures in Global and National Commerce Act (15 U.S.C. 7006). 42 U.S.C. 405b(f)(2); section IV. E. eCBSV User Agreement. The written consent must clearly specify to whom the information may be disclosed, the information you want us to disclose (e.g., SSN verification) and, where applicable, during which timeframe the information may be disclosed (e.g., whenever the

subject individual is receiving specific services). 20 CFR 401.100.

<sup>5</sup> The permitted entity must certify that (1) the entity is a permitted entity; (2) the entity is in compliance with section 215; (3) the entity is, and will remain, in compliance with its privacy and data security requirements in title V of 15 U.S.C. 6801, *et seq.*, with respect to the information the

entity receives from the Commissioner of Social Security pursuant to this section; and (4) the entity will retain sufficient records to demonstrate its compliance with its certification and section 215 for a period of not less than 2 years. 42 U.S.C. 405b(e)(1)–(3).

<sup>6</sup> 88 FR 29959 (May 9, 2023).

foreign policy interests, or international obligations of the United States. Applicants seeking a vehicle operator license under 14 CFR part 450 must receive a favorable payload determination under § 450.43 if they propose to carry a payload on their vehicle. Operators seeking to launch or reenter a payload under a legacy license<sup>1</sup> (14 CFR part 415, 417, 431, or 435) must receive a favorable payload determination under subpart D of part 415 or 431.

Restrictions on launches, operations, and reentries include the following under 51 U.S.C. 50904:

#### *Launch and Reentry License Requirements*

- A person or citizen of the United States must obtain a license from the FAA to launch a launch vehicle or to reenter a reentry vehicle in the United States or anywhere in the world, respectively. 51 U.S.C. 50904(a).

#### *Compliance With Payload Requirements*

- The holder of a license or permit under this chapter may launch or reenter a payload only if the payload complies with all requirements of the laws of the United States related to launching or reentering a payload. 51 U.S.C. 50904(b).

#### *Preventing Launches and Reentries*

- The Secretary of Transportation shall establish whether all required licenses, authorizations, and permits required for a payload have been obtained. If no license, authorization, or permit is required, the Secretary may prevent the launch or reentry if the Secretary decides the launch or reentry would jeopardize the public health and safety, safety of property, or national security or foreign policy interest of the United States. 51 U.S.C. 50904(c).

The FAA's payload review and determination regulations are consistent with the statutory requirements.

## II. Payload Review and Determination

A payload means an object that a person undertakes to place in outer space such as in Earth orbit by means of a launch vehicle, including components of the vehicle specifically designed or adapted for that object. 14 CFR 401.7. Applicants seeking a vehicle operator license under 14 CFR part 450 must receive a favorable payload determination in accordance with § 450.43 if they propose to carry a

<sup>1</sup> The FAA refers to licenses issued under these parts as "legacy licenses," as they will be removed from the CFR on March 10, 2026. After that time, all operators must demonstrate compliance with part 450. See 85 FR 79566.

payload on their vehicle.<sup>2</sup> In accordance with § 450.43(a)(1) and (a)(2),<sup>3</sup> the FAA issues a favorable payload determination for a launch or reentry to a license applicant or payload owner or operator if—

(1) The applicant, payload owner, or payload operator has obtained all required licenses, authorizations, and permits; and

(2) Its launch or reentry would not jeopardize public health and safety, safety of property, U.S. national security or foreign policy interests, or international obligations of the United States.<sup>4</sup>

The FAA's regulatory criteria for issuing a favorable payload determination or denying a payload determination per § 450.43(g) is consistent with 51 U.S.C. 50904(b) and (c). It therefore follows that denial of a payload determination may be tied to a payload owner or operator not obtaining all required licenses or authorizations, which then leads to potential safety concerns as discussed further below.

## III. Payload Owner or Payload Operator Has Not Obtained all Required Licenses or Authorizations

A reentry vehicle may be launched as a payload and return to Earth as a reentry vehicle with the appropriate reentry authorization. A reentry vehicle means a vehicle designed to return from Earth orbit or outer space to Earth substantially intact. 14 CFR 401.7. For the launch phase, the reentry vehicle is also a payload being transported or carried aloft by the launch vehicle. For the reentry phase, it is a reentry vehicle designed to return purposefully to Earth substantially intact under the appropriate reentry authorization. To reenter a reentry vehicle, an operator must obtain a vehicle operator license in accordance with part 450 or a reentry license in accordance with part 435. Therefore, an applicant, payload owner,

<sup>2</sup> Applicants operating under the legacy requirements must receive a favorable payload determination in accordance with 14 CFR part 415 subpart D.

<sup>3</sup> These requirements are mirrored in 14 CFR 415.51 and 415.61 of the legacy requirements.

<sup>4</sup> While the FAA would review all payloads to determine their effect on the safety of launch, the FAA per § 450.43(b) will not make a determination on those aspects of payloads that are subject to regulation by the Federal Communications Commission (FCC) or the Department of Commerce or on payloads owned or operated by the U.S. Government. Furthermore, in accordance with § 450.43(c), the FAA may review and issue findings regarding a proposed class of payload. However, prior to a launch, each payload is subject to verification by the FAA that its launch would not jeopardize public health and safety, safety of property, U.S. national security or foreign policy interests, or international obligations of the United States.

or payload operator of a reentry vehicle that will be launched as a payload and will return to Earth must satisfy both the payload review requirements in 14 CFR 450.43 for the launch phase and the reentry requirements in part 450 or part 435 for the reentry phase. An applicant, payload owner, or payload operator would not meet § 450.43(a)(1) for such a payload if they have not received the authorization or FAA license necessary to conduct its reentry. The FAA discusses the safety reasons for requiring a reentry authorization for such a payload in the following section.

## IV. Concerns Associated With Launch of a Reentry Vehicle Without Reentry Authorization

1. *Substantially Intact:* Unlike typical payloads designed to operate in outer space, a reentry vehicle has primary components that are designed to withstand reentry substantially intact and therefore have a near-guaranteed ground impact as a result of either a controlled reentry or a random reentry.

2. *Public Risk:* During controlled reentry, under an FAA license, the risk to the public is established not to exceed a one in ten thousand expected casualty in accordance with § 450.101(b)(1)(i). Although the FAA does not currently regulate uncontrolled random atmospheric reentries, the standard U.S. and international risk standard for that activity is also one in ten thousand expected casualties. Risk of an authorized controlled reentry of a reentry vehicle is typically managed through appropriate reentry site selection and hazard area clearing procedures. A random reentry results in risks to populated and remote areas, yet it does not afford for any hazard area clearing such as for airspace. Therefore, a random reentry of a reentry vehicle that has not been authorized will likely result in risks above those accepted for FAA licensed-reentry operations.

3. *Limited Options:* Once a reentry vehicle has been launched, there are limited options for the safe reentry of the vehicle because it is already in orbit and may be constrained by orbital lifetime, reliability of safety critical systems, orbital decay, available propellant or power, or other factors. Options to modify the reentry (*e.g.*, move the landing or impact location, change the deorbit trajectory, move the vehicle to a disposal orbit) may also be limited once in orbit. Placing a reentry vehicle in a disposal orbit above 2000 km will not likely be feasible because it may be cost prohibitive, or the vehicle may not have sufficient propellant to raise its orbit. Even if possible, this would add to the debris environment.

Therefore, it is crucial to evaluate the safety of the reentry prior to launch. This way, the FAA is able to work with the reentry operator to meet the required risk and other criteria.

4. *Payload Review:* A payload review for the launch of a launch vehicle carrying a reentry vehicle would include verifying that the reentry vehicle operator has obtained the necessary reentry license or authorization. If reentry authorization has not been received at the time of launch of the reentry vehicle, the FAA would deny a favorable payload determination in accordance with 14 CFR 450.43(g).

### Conclusion

In general, the FAA will not authorize launch of a reentry vehicle unless the appropriate reentry authorization has been obtained by the reentry vehicle operator, in accordance with the FAA's statutory authority and payload review and determination regulations where denial of a payload determination may be tied to a payload owner or operator not obtaining all required licenses or authorizations in accordance with § 450.43(a)(1). Launch of a reentry vehicle without an authorization for reentry would pose safety concerns that are designed to be addressed by the reentry licensing process.

**James A. Hatt,**

*Space Policy Division Manager, Office of Commercial Space Transportation.*

[FR Doc. 2024-08156 Filed 4-16-24; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2024-0019]

#### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

**ACTION:** Notice of applications for exemption; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from 14 individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against persons with a clinical diagnosis of epilepsy or any other condition that is likely to cause a loss of consciousness or any loss of ability to control a commercial motor vehicle (CMV) to drive in interstate commerce. If granted, the exemptions

would enable these individuals who have had one or more seizures and are taking anti-seizure medication to operate CMVs in interstate commerce.

**DATES:** Comments must be received on or before May 17, 2024.

**ADDRESSES:** You may submit comments identified by the Federal Docket Management System Docket No. FMCSA-2024-0019 using any of the following methods:

- *Federal eRulemaking Portal:* Go to [www.regulations.gov/](http://www.regulations.gov/), insert the docket number (FMCSA-2024-0019) in the keyword box and click "Search." Next, choose the only notice listed, and click on the "Comment" button. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery:* West Building Ground Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001 between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal Holidays.

- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the "Public Participation" portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, (202) 366-4001, [fmcamedical@dot.gov](mailto:fmcamedical@dot.gov). Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

#### SUPPLEMENTARY INFORMATION:

##### I. Public Participation

###### A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2024-0019), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there

are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2024-0019>. Next, choose the only notice listed, click the "Comment" button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

##### B. Viewing Comments

To view comments go to [www.regulations.gov](http://www.regulations.gov). Insert the docket number (FMCSA-2024-0019) in the keyword box and click "Search." Next, choose the only notice listed, and 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. ET 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.

##### C. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov). As described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>, the comments are searchable by the name of the submitter.

## II. Background

Under 49 U.S.C. 31136(e) and 31315(b), FMCSA may grant an exemption from the FMCSRs for no longer than a 5-year period if it finds such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. The statutes also allow the Agency to renew exemptions at the end of the 5-year period. FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum