

FOR FURTHER INFORMATION CONTACT:

Interested parties may submit general questions about the matching program to Andrea Huseth, Division Director, Privacy and Disclosure Policy, Law and Policy, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235–6401, at telephone: (410) 608–9675, or send an email to Andrea.Huseth@ssa.gov.

SUPPLEMENTARY INFORMATION: This is the re-establishment of a matching program that is set to expire between SSA and OCSS, which supports SSA's efficient administration of its Title II DI program.

Matthew Ramsey,

Executive Director, Privacy and Disclosure Policy, Law and Policy.

PARTICIPATING AGENCIES:

SSA and OCSS.

AUTHORITY FOR CONDUCTING THE MATCHING PROGRAM:

The agreement to conduct this matching program between SSA and OCSS is executed pursuant to the Act and the Privacy Act of 1974, as amended. Section 224(h)(1) of the Act provides that the head of any Federal agency shall provide information within its possession as the Commissioner of Social Security may require for purposes of making a timely determination of the amount of the reduction, if any, required by section 224 in benefits payable under Title II of the Act. 42 U.S.C. 424a(h). Section 453(j)(4) authorizes OCSS to provide the Commissioner of Social Security with all information in the National Directory of New Hires (NDNH). 42 U.S.C. 653(j)(4). Disclosures under this matching program shall be made in accordance with 5 U.S.C. 552a(b)(3), under a routine use published in a systems of records notice as required by the Privacy Act, and in compliance with the matching procedures in 5 U.S.C. 552a(o), (p), and (r), which describes matching agreements, verification by agencies of information, the opportunity for individuals to contest agency findings, and the obligations of agencies to report proposals to establish or change matching programs to Congress and the Office of Management and Budget.

PURPOSE(S):

Under this matching program, SSA will use the NDNH QW information to establish or verify eligibility, continuing entitlement, or payment amounts, or all of the above, of individuals under the Title II DI program of the Act. The NDNH is a nationally centralized directory of new hire, QW, and unemployment insurance information,

and provides an effective, efficient, and comprehensive method of collecting and comparing this information. SSA's use of NDNH QW information supports program accuracy, program administration, and reduces overpayments.

CATEGORIES OF INDIVIDUALS:

The individuals whose information is involved in this matching program are individuals who are applicants or recipients of Title II benefits.

CATEGORIES OF RECORDS:

SSA will provide electronically to OCSS the following data elements in the finder file:

- Individual's Social Security number (SSN)

- Name (first, middle, last)

OCSS will disclose electronically to SSA the following data elements from the NDNH in the QW file:

- QW record identifier

- For employees:

- (1) Name (first, middle, last)

- (2) SSN

- (3) Verification request code

- (4) Processed date

- (5) Non-verifiable indicator

- (6) Wage amount

- (7) Reporting period

- For employers of individuals in the QW file of the NDNH:

- (1) Name (first, middle, last)

- (2) Employer identification number

- (3) Address(es)

- Transmitter agency code

- Transmitter state code

- State or agency name

SYSTEM(S) OF RECORDS:

SSA's relevant Systems of Records (SORs) are the Master Beneficiary Record (MBR), 60–0090, last fully published on January 11, 2006 (71 **Federal Register** (FR) 1826), amended on December 10, 2007 (72 FR 69723), July 5, 2013 (78 FR 40542), July 3, 2018 (83 FR 31250–31251), November 1, 2018 (83 FR 54969), January 5, 2024 (89 FR 825), and February 27, 2024 (89 FR 14554); the Completed Determination Record (CDR)-Continuing Disability Determinations (CDD) file, 60–0050, last fully published January 11, 2006 (71 FR 13), amended on December 10, 2007 (72 FR 69723), on November 1, 2018 (83 FR 54969), April 26, 2019 (84 FR 17907), and last amended on January 5, 2024 (89 FR 825).

OCSS will match SSA information in the MBR and CDR–CDD against the QW information maintained in the NDNH. The NDNH contains new hire, QW, and UI information furnished by state and federal agencies and is maintained in

the SOR "OCSS National Directory of New Hires," System No. 09–80–0381, published on February 8, 2024 (89 FR 8703). The disclosure of NDNH information by OCSS to SSA constitutes a "routine use," as defined by the Privacy Act. 5 U.S.C. 552a(b)(3). Routine use (9) of the SOR authorizes the disclosure of NDNH records to SSA. January 24, 2022 (87 FR 3553, 3555).

[FR Doc. 2025–20488 Filed 11–20–25; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 33 (Sub-No. 354X)]

**Union Pacific Railroad Co.—
Abandonment Exemption—
Jefferson County, Wis.**

On September 24, 2025, Union Pacific Railroad Co. (UP), a Class I rail carrier, filed a petition under 49 U.S.C. 10502 for an exemption from the prior approval requirements of 49 U.S.C. 10903 to abandon an approximately 0.88-mile rail line known as the Jefferson Junction Lead between milepost 49.12 at the Clyman Subdivision and milepost 50, near the city of Jefferson, all of which is located in Jefferson County, Wis. (the Line). The Line traverses U.S. Postal Service Zip Codes 53549 and 53038, and the verified notice identifies no stations on the Line.

UP states that it seeks to abandon the Line and sell the track to Aztalan Bio, LLC (Aztalan), the only shipper on the Line, which will remove and reconfigure the track adjacent to its facility. (Pet. 2.) According to UP, the reconfigured track will connect to the Clyman Subdivision, where UP will provide rail service to Aztalan, and use of the Line will be limited to Aztalan's movement of railcars at its facilities; storage, loading and unloading operations; and receipt and delivery of rail cars to UP. (*Id.* at 3.) UP states that no other industries are located on the Line and that no shippers have requested to locate on the Line. *Id.*

According to UP, based on information in its possession, the Line does not contain federally granted rights-of-way. (*Id.* at 3.) UP further states that any documentation in UP's possession will be made available promptly to those requesting it. (*Id.*)

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice,¹ the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by January 12, 2026.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner. Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by December 1, 2025, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(1)(i).

The Line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for interim trail use/railbanking under 49 CFR 1152.29 will be due no later than December 11, 2025.²

All pleadings, referring to Docket No. AB 33 (Sub-No. 354X), 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 UP's representative, Christine Neuharth, Senior Counsel, Union Pacific Railroad Company, 1400 Douglas St. MS #1580, Omaha, NE 68179. Replies to the petition are due on or before December 11, 2025.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

OEA will prepare an environmental assessment (EA) (or environmental impact statement (EIS), if necessary), which will be served upon all parties of record and upon any other agencies or persons who comment during its preparation. Other interested persons may contact OEA to obtain a copy of the

EA (or EIS). EAs in abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

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

Decided: November 18, 2025.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2025-20547 Filed 11-20-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2024-0491]

Notice of Availability of Revision C to FAA Order 8100.15 Regarding Organization Designation Authorization (ODA) Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: Revision C to FAA Order 8100.15 incorporates new FAA policy to address certain provisions of the Aircraft Certification, Safety, and Accountability Act of 2020 (the Act). This Order also introduces the Airmen Certification (AC) ODA type, reorganizes the existing content, and applies a systems-based approach to oversight, among other changes.

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

FAA Order 8100.15, Revision C, Organization Designation Authorization Procedures, provides updated policy associated with the requirements set forth in Title 14 Code of Federal Regulations (14 CFR) Part 183, Subpart D.

The changes in Revision C of FAA Order 8100.15 include the introduction of the AC ODA type, reorganization of content, and the introduction of a systems-based approach to oversight. This revision also addresses certain provisions of the Act including the prevention of interference with ODA unit members (UM) at companies that hold ODA, allowing communication

between UMs and the FAA, FAA approval of UM selections made by Type Certificate (TC) ODA holders, and assignment of FAA advisors to UMs at TC ODA holders.

A proposed version of Revision C to the Order published in the **Federal Register** and was available for public comment from July 22, 2024 through October 21, 2024 (89 FR 59012, July 22, 2024). The FAA received 114 public comments. The comments were from various stakeholders, including educational institutions, industry associations, air carriers and commercial operators, individuals, and 18 of the 75 current ODA holders. Organizations submitting comments included Aerospace Industries Association, Aviation Technician Education Council, the Air Line Pilots Association International, Airlines for America, American Airlines, Bell Textron Inc., The Boeing Company, Cirrus Design Corporation, Delta Air Lines, Embry-Riddle Aeronautical University, the Foundation for Aviation Safety, Garmin International, General Aviation Manufacturers Association, Gulfstream Aerospace Corporation, Honeywell International, Lycoming Engines, the National Air Transportation Association, the National Association of Flight Instructors, Pratt & Whitney, Rolls-Royce Corporation, Textron Aviation, United Airlines, and Williams International.

Supportive comments: Overall, commenters supported the proposals in the draft Order. Some commenters noted the collaborative engagement between the FAA and stakeholders in ensuring the proposed policy achieves its intended benefits for the aviation community.

Comments in support of AC ODA: Most commenters, particularly educational institutions and industry bodies, were supportive of the introduction of the AC ODA type and its implications for the aviation industry. Commenters highlighted the potential for AC ODA holders to alleviate bottlenecks in the certification process, which are currently exacerbated by a shortage of Designated Mechanic Examiners (DME). Commenters viewed the ability for Part 147 schools to conduct certification exams in-house as an important step toward streamlining the certification process, reducing costs, and enabling a more efficient transition of aviation maintenance technician graduates into the workforce. Commenters from educational institutions noted the positive impact the proposed policy revisions would

¹ Due to the shutdown of the Federal government due to a lapse in appropriations from October 1, 2025, through November 12, 2025, the Board was not able to timely publish notice of the petition. See 49 CFR 1152.27(b)(2)(i).

² Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.