

It is ordered:

1. Under 49 U.S.C. 10502, the Board exempts the above transaction from the prior approval requirements of 49 U.S.C. 11323–25, subject to the employee protective conditions in *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad*, 2 S.T.B. 218 (1997).

2. Notice of this exemption will be published in the **Federal Register**.

3. The exemption will become effective on December 26, 2025. Petitions for stay must be filed by December 5, 2025. Petitions to reopen must be filed by December 16, 2025.

Decided: November 26, 2025.

By the Board, Board Members, Fuchs, Hedlund, and Schultz.

Zantori Dickerson,
Clearance Clerk.

[FR Doc. 2025–21748 Filed 12–1–25; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2025–0687]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Reauthorization Section 769 Survey To Evaluate Airport Rescue and Firefighting (ARFF) Staffing Levels

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice and request for
comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The collection involves the use of a questionnaire to establish an initial baseline on Airport Rescue and Firefighting (ARFF) resources and staffing capabilities at each of the 518 certificated Part 139 airports. The information to be collected is necessary to fulfill requirements under section 769 of the FAA Reauthorization Act of 2024 (Pub. L. 118–63).

DATES: Written comments should be submitted by February 2, 2026.

ADDRESSES: Please send written comments:

By Electronic: www.regulations.gov.
Docket: Enter docket number: FAA–2025–0687 into search field.
By Email: Matthew.stearns@faa.gov.

FOR FURTHER INFORMATION CONTACT:

Matthew Stearns by email at: Matthew.stearns@faa.gov; phone 907–271–5444.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–xxxx.

Title: Reauthorization Section 769 Survey to Evaluate Airport Rescue and Firefighting (ARFF) Staffing Levels.

Form Numbers: N/A.

Type of Review: This is a review of a new information collection.

Background: Currently, 14 CFR 139.319 does not require an individual to be trained as an emergency medical technician (EMT). Instead, section 139.319(i)(4) requires one individual, who has been trained and is current in basic emergency medical services, to be available during air carrier operations. Section 769(a) of the FAA Reauthorization Act of 2024 (the “Act”) instructs the FAA to update section 139.319 to ensure that at least one individual maintains certification at the EMT basic level, or higher, at a small, medium, or large hub airport. Section 769(b) of the Act also requires the FAA to conduct a review of airport environments and related regulations to evaluate sufficient staffing levels necessary for firefighting, rescue, and emergency medical services and responses at airports certified under part 139.

To carry out the requirements of section 769 of the Act, the FAA will develop a questionnaire to:

- Establish an initial baseline of airport rescue staffing levels/resources;
- Assist the FAA in conducting a staffing review of airports to evaluate sufficient staffing levels necessary for emergency medical services at Part 139 airports; and
- Support its upcoming Notice of Proposed Rulemaking addressing the EMT certification requirement.

Respondents: Approximately 518 airports.

Frequency: Once.

Estimated Average Burden per Response: 3 hours.

Estimated Total Annual Burden:

1,554 hours.

Issued in Washington, DC, on 28 November 2025.

Anthony M. Butters,

Acting Manager, Airport Safety and Operations (AAS–300).

[FR Doc. 2025–21755 Filed 12–1–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Proposed Voluntary Agreement for Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, Point Reyes National Seashore, and Muir Woods National Monument

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: The FAA, in cooperation with the National Park Service (NPS), has initiated the development of a voluntary agreement pursuant to the National Parks Air Tour Management Act of 2000 (the Act) and its implementing regulations. The Act allows the FAA and NPS to enter into voluntary agreements with commercial air tour operators. A voluntary agreement manages commercial air tour operations over a national park by establishing conditions for the conduct of the commercial air tour operations. Implementation of a voluntary agreement helps protect park resources and the visitor experience without compromising aviation safety or the air traffic control system. This notice announces the public availability of the proposed voluntary agreement for Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, Point Reyes National Seashore, and Muir Woods National Monument.

DATES: Comments are due by 10:59 p.m. PDT January 2, 2026.

ADDRESSES: Comments will be received on the NPS Planning, Environment and Public Comment System (PEPC) website. The PEPC website address is: <https://parkplanning.nps.gov/bayareairtours25>.

FOR FURTHER INFORMATION CONTACT:

Sandi Fox, telephone: (202) 267–0928, email: sandra.y.fox@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA is issuing this notice pursuant to the National Parks Air Tour Management Act of 2000 (Pub. L. 106–181 (<https://www.govinfo.gov/link/plaw/106/public/>

181?link-type=html)) and its implementing regulations contained in title 14, Code of Federal Regulations, part 136, subpart B, National Parks Air Tour Management. The Act requires that commercial air tour operators conducting or intending to conduct commercial air tours over a unit of the National Park system to apply to the FAA for operating authority before engaging in that activity. The Act further requires the FAA and the NPS to establish an air tour management plan (ATMP) for each National Park System unit for which one or more commercial air tour applications have been submitted unless that unit is exempt from this requirement.

As an alternative to an ATMP, the FAA and the NPS may enter into a voluntary agreement with a commercial air tour operator who has applied to conduct commercial air tour operations over a national park including an operator that has interim operating authority for the park or a new entrant commercial air tour operator. Voluntary agreements must address the management issues necessary to protect the resources and visitor use of the park without compromising aviation safety or the air traffic control system. A voluntary agreement may also include conditions for the conduct of air tour operations and provisions to ensure stability of and compliance with the voluntary agreement. Each voluntary agreement reflects the provisions and conditions appropriate for the national park to which the agreement applies.

The San Francisco Bay Area Parks ATMP was finalized on January 11, 2023. A subsequent lawsuit led to a court order that the ATMP be vacated (*Marin Audubon Society v. Federal Aviation Administration*, 121 F.4th 902 (D.C. Cir. 2024)), though the ATMP temporarily remains in place due to a stay of that order. Consequently, the agencies determined that development of a voluntary agreement is appropriate to comply with NPATMA before the end of the court's stay on February 28, 2026. Operators have agreed to engage in the voluntary agreement process.

Individual voluntary agreements will be established with each operator for the Park. Part 135 operators who have been granted interim operating authority for the Parks are included in this voluntary agreement and operators who have applied for authority to conduct tours of the Park are also included.

Written comments on the proposed voluntary agreement can be submitted via PEPC. Comments will not be accepted by fax, email, or any other way than as specified above. All written comments become part of the official

record. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Dated: November 28, 2025.

Sandra Fox,

Environmental Protection Specialist.

[FR Doc. 2025–21744 Filed 12–1–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0103]

Hours of Service of Drivers: Protein Transport of Indiana, L.L.C.; Application for Exemption

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

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny Protein Transport of Indiana, LLC's (Protein Transport) request for an exemption from the hours-of-service (HOS) regulations. FMCSA analyzed the application and public comments and determined that the exemption would not likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.

FOR FURTHER INFORMATION CONTACT: Ms. Bernadette Walker, Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards, FMCSA; (202) 507–0363; or Bernadette.walker@dot.gov. If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0103/document> and choose the document to review. To view comments, click this notice, then 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., 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.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses and, public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Background

Current Regulatory Requirements

FMCSA prescribes HOS limits on commercial motor vehicle (CMV) driver on-duty and driving time, among other requirements, to reduce the possibility of driver fatigue. Congress created an exemption from the HOS regulations for CMV drivers transporting agricultural commodities during planting and harvesting periods in each State. The statutory exemption was initially enacted in 1995 and subsequently revised (109 Stat. 568, 613, Nov. 28, 1995).

FMCSA codified the statutory exemption in 49 CFR 395.1(k), which provides that drivers are exempt from HOS requirements when transporting agricultural commodities, including livestock, and farm supplies for agricultural purposes, to a location within 150 air miles of the source of the