

49 CFR 1152.27(c)(2)² must be filed by December 26, 2025.³ Petitions for reconsideration must be filed by January 5, 2026.

All pleadings, referring to Docket No. AB 55 (Sub-No. 825X), 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. A copy of each pleading filed with the Board must be served on CSXT's representative, Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void ab initio.

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

Decided: December 9, 2025.

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

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2025-22698 Filed 12-12-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-2161]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Changes in Permissible Stage 2 Airplane Operations

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 to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 23, 2025. The collection involves information used to issue special flight authorizations for non-

revenue transports and non-transport operations of Stage 2 jet airplanes at U.S. airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose of the flight is one of those enumerated by law. This collection is required under the Airport Noise and Capacity Act of 1990 (as amended by Pub. L. 106-113) and the FAA Modernization and Reform Act of 2012.

DATES: Written comments should be submitted by January 14, 2026.

ADDRESSES: Comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Christopher Hobbs by email at: christopher.m.hobbs@faa.gov; phone: 202-267-7345.

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.

OMB Control Number: 2120-0652.

Title: Changes in Permissible Stage 2 Airplane Operations.

Form Numbers: FAA Form 1050-8.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 23, 2025 (90 FR 45889). This collection is required under the Airport Noise and Capacity Act of 1990 (as amended by Pub. L. 106-113) and the FAA Modernization and Reform Act of 2012. This information is used by the FAA to issue special flight authorizations for nonrevenue operations of transports and non-transport jet Stage 2 airplanes at U.S. airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose of the flight is enumerated in the law.

Respondents: Approximately 30 applicants.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 15 minutes.

Estimated Total Annual Burden: 7.5 hours.

Issued in Washington, DC, on 10 December 2025.

Christopher Hobbs,

Engineer, Noise Division, Office of Environment and Energy, Noise Division, AEE-100.

[FR Doc. 2025-22701 Filed 12-12-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-0799]

Implementation of Required Safety Enhancements on Boeing 737 MAX Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of implementation plan.

SUMMARY: Section 501 of the Consolidated Appropriations Act, 2023 restricts the issuance of airworthiness certificates for, and the operation of, Boeing 737 MAX aircraft unless certain safety enhancements are incorporated. This Notice announces the Federal Aviation Administration (FAA)'s plan for implementing and addressing these requirements.

FOR FURTHER INFORMATION CONTACT: Tom Matzen, Manager, Aircraft Evaluation Division's Air Carrier Branch, (AFS-110), 2200 S 216th St, Des Moines, WA 98198-6547; email: 9-AVS-AFS-100@faa.gov to the attention of Tom Matzen.

SUPPLEMENTARY INFORMATION:

Background

Congress issued Section 501 of the Consolidated Appropriations Act, 2023, Public Law 117-328, (the 2022 amendment), which amended chapter 447 of Title 49, United States Code (49 U.S.C.) to add § 44744, Flight crew alerting. Sections 44744(a) and (b) prohibit the FAA from issuing new or amended type certificates for transport category airplanes for which the application was submitted on or after December 27, 2020, unless the design incorporates a flight crew alerting system with certain functions. The FAA is taking other actions to address Sections 44744(a) and (b).¹

Section 44744(d) defines the models that are considered to be "Boeing 737

² The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).

³ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

¹ See FAA Policy Statement AIR600-21-AIR-600-PM04-R2 available at <https://drs.faa.gov>.

MAX'' aircraft. The Boeing Model 737–10 is one such model. The Boeing 737–10 is still a proposed design, not yet approved (type certificated) by the FAA. Boeing has proposed to the FAA that the flight crew alerting system for the Boeing 737–10 will include a synthetic enhanced angle of attack system, and a means to shut off stall warning and overspeed alerts.

Beginning one year after the FAA's approval of the type certificate for the Boeing 737–10, section 44744(c)(1) prohibits the FAA from issuing an original airworthiness certificate for a Boeing 737 MAX aircraft, unless that aircraft's type design includes safety enhancements. Section 44744(d) defines those enhancements as a synthetic enhanced angle of attack system and a means to shut off stall warning and overspeed alerts, or their equivalents.

Similarly, beginning three years after the FAA's type certification of the Boeing 737–10, section 44744(c)(2) prohibits the operation of any Boeing 737 MAX aircraft unless the type design for that aircraft includes the aforementioned safety enhancements, and the individual aircraft was produced or altered to be in conformance with that type design. Due to the public interest in how the FAA plans to address section 44744, the FAA announces the following implementation plan.

Implementation Plan

The FAA will implement Section 44744 of 49 U.S.C. via the following actions:

1. Evaluate and, as appropriate, certify the proposed design of the required safety enhancements as part of the type design of the Boeing Model 737–10.
2. Evaluate and, as appropriate, certify the design changes that would incorporate the required safety enhancements on all other models of Boeing 737 MAX aircraft.
3. Monitor Boeing to ensure the company takes all actions necessary to provide service information to operators of Boeing 737 MAX aircraft in time to meet required deadlines.
4. Monitor operators to ensure that retrofit of in-service U.S.-registered Boeing 737 MAX aircraft is accomplished prior to the required deadline.

Issued in Washington, DC.

Hugh J. Thomas,

Acting Executive Director, Flight Standards Service.

[FR Doc. 2025–22787 Filed 12–12–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program for John Glenn Columbus International Airport, Columbus, Ohio

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of receipt and request for review of the noise compatibility program and acceptance of noise exposure maps.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination the noise exposure maps submitted by Columbus Regional Airport Authority for John Glenn Columbus International Airport comply with the applicable statutory and regulatory requirements. This notice also announces the start of the FAA review of the noise compatibility program submitted for John Glenn Columbus International Airport and the availability of this program for public review and comment. The John Glenn Columbus International Airport noise compatibility program will be approved or disapproved on or before April 12, 2026.

DATES: The effective date of the FAA acceptance of the noise exposure maps and of the start of its review of the associated noise compatibility program is October 14, 2025. The public comment period ends December 13, 2025.

FOR FURTHER INFORMATION CONTACT:

Gordon Bowdell, Detroit Airports District Office, 11677 S Wayne Road, Ste. 107, Romulus, Michigan 48174–1412, Tel: 734–229–2900. Comments on the proposed noise compatibility program should be submitted to the above office.

SUPPLEMENTARY INFORMATION: In accordance with title 49, United States Code (U.S.C.) section 47503 of the Aviation Safety and Noise Abatement Act, an airport operator may submit to the FAA, noise exposure maps (NEMs) depicting non-compatible uses and other information as of the date the map was submitted. In addition, and in accordance with 49 U.S.C. 47504, an airport operator that submits an NEM the FAA determined complied with statutory and regulatory requirements, may submit for FAA approval, a noise compatibility program (NCP) identifying measures the airport operator has taken or proposes to take to reduce existing non-compatible land uses and prevents the introduction of additional non-compatible uses.

On June 23rd, 2025, Columbus Regional Airport Authority submitted noise exposure maps (NEMs), descriptions and other supporting documentation for John Glenn Columbus International Airport for FAA's review and acceptance. The NEMs must include a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. The specific documentation determined to constitute the NEMs; Letter of Transmittal; Sponsor's Certificate; Exhibit NEM–1 Existing (2024) Noise Exposure Map; Exhibit NEM–2 Future (2029) Noise Exposure Map; Chapter 1; Exhibit 1–1 Noise Compatibility Planning Process; Exhibit 1–2 Airport Location; Exhibit 1–3 Existing Airport Layout; Table 1–1 Based Aircraft; Table 1–2 Summary of Average-Annual Day Operations; Chapter 2; Exhibit 2–1 Airport Environs and General Study Area; Exhibit 2–2 Existing Land Uses; Table 2–1 Franklin County Airport Environs Overlay District Land Use Compatibility Standards; Table 2–2 City of Columbus Airport Environs Overlay District Land Use Compatibility Standards; Table 2–3 Population Change 2020–2023; Chapter 3; Table 3–1 Areas Within Existing (2024) Noise Exposure Contour; Table 3–2 Comparison of Areas Within Existing (2024) and Future (2029) Noise Exposure Contour; Table 3–3 Existing (2024) Baseline Housing Population and Noise-Sensitive Facility Incompatibilities; Table 3–4 Future (2029) Baseline Housing Population and Noise-Sensitive Facility Incompatibilities; Table 3–5 Existing (2024) Baseline Versus Future (2029) Baseline Housing Population and Noise-Sensitive Facility Incompatibilities; Chapter 4; Table 4–1 2024 Noise Compatibility Program Recommendations; Table 4–2 Future (2029) NEM/NCP Housing Population and Noise-Sensitive Facilities Incompatibilities; Table 4–3 2024 NCP Implementation Costs; Appendix A; Table A–1 Land Use Compatibility Guidelines; Appendix B; Table B–1 Acoustical Measurement Instrumentation; Table B–2 Field Noise Measurement Sites; Table B–3 Short Term Field Noise Measurement Program Summary; Table B–4 Noise Levels at Permanent Noise Monitor Sites; Table B–5 Aircraft Noise Single Event Data; Table B–6 Summary of Noise Complaints; Table B–7 Noise Complaints by Time of Day; Exhibit B–1; Appendix C; Table C–1 Summary of Average-Annual Day Operations Existing (2024) Baseline; Table C–2