

In this renewal, the FAA plans to editorially revise the title of this information collection to “Hazardous Materials Program Requirements” to better reflect the information collected under this OMB Control Number. There are no changes to the information collected under this request.

Comments Received: In response to the 60-day notice, the FAA received two comments.

Respondents: The FAA estimates 62 certificate holders under Part 121, 1,844 certificate holders under Part 135, and 4,989 certificate holders under Part 145.

Frequency: Information is collected on occasion. Part 121 and 135 certificate holders submit their hazmat manual and training program during certification. If a certificate holder revises their hazmat training program or its manual, they must provide their approved training program to the FAA and accepted manual, when appropriate. A part 145 repair station is required to submit documentation to the FAA certifying that their hazmat employees are trained in accordance with the 49 CFR parts 171 through 180 to receive initial certification.

Estimated Average Burden per Response: 6.08 hours for Part 121 certificate holders, 3.58 hours for Part 135 certificate holders, and 2.16 hours for Part 145 repair stations.

Estimated Total Annual Burden: 23,282 hours for Part 121 certificate holders, 15,635 hours for Part 135 certificate holders, and 1,396 hours for Part 145 repair stations.

Issued in Washington, DC, on December 17, 2025.

Walter J. McBurrows, III,

Acting Executive Director, FAA, Office of Hazardous Materials Safety.

[FR Doc. 2025–23514 Filed 12–19–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: **FAA–2025–2500**; Summary Notice No. **2025–67**]

Petition for Exemption; Summary of Petition Received; Pratt & Whitney; Correction

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

ACTION: Notice; correction.

SUMMARY: This notice contains a corrected summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public’s awareness of, and

participation in, this aspect of the FAA’s regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before January 12, 2026.

ADDRESSES: Send comments identified by docket number FAA–2025–2500 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Nondie Hemphill, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

SUPPLEMENTARY INFORMATION: This is a corrected summary of this petition that was published on December 17, 2025.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2025–2500.

Petitioner: Pratt & Whitney.

Section(s) of 14 CFR Affected: § 33.94(a)(1).

Description of Relief Sought: The petitioner, Pratt & Whitney, requests relief from the blade containment and rotor unbalance test requirement prescribing the failure location of the most critical fan blade while operating at maximum permissible revolutions per minute (RPM) at the outermost retention groove for the PW4000–112 engine.

[FR Doc. 2025–23556 Filed 12–19–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. **FAA–2025–0672**]

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification of Airports, Part 139

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 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 15, 2025. Part 139 establishes certification requirements for airports serving scheduled passenger-carrying operations of an air carrier operating aircraft configured for more than 9 passenger seats, as determined by the regulations under which the operation is conducted or the aircraft type certificate issued by a competent civil aviation authority; and unscheduled passenger-carrying operations of an air carrier operating aircraft configured for at least 31 passenger seats, as determined by the regulations under which the operation is conducted or the aircraft type certificate issued by a competent civil aviation authority.

This part does not apply to: airports serving scheduled air carrier operations only by reason of being designated as an