

SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on 12/19/2025, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1–800–659–2955 for further assistance.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Barton, Comanche, Edwards, Hodgeman, Logan, Morris, Ottawa, Rawlins, Saline, Stevens, Sumner, Wyandotte.

The Interest Rates are:

	Percent
For Physical Damage:	
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
For Economic Injury:	
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 213886 and for economic injury is 213890.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 1234.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2025–24041 Filed 12–30–25; 8:45 am]

BILLING CODE 8026–09–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Modification of the Allocation of the WTO Tariff-Rate Quota Volumes for Beef

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: Pursuant to the authority under the Uruguay Round Agreements Act (URAA), as delegated by the President, the Office of the United States Trade Representative is providing notice of the determination to modify

the allocations of in-quota quantity under the annual beef tariff-rate quota (TRQ) to: (1) set the “other countries or areas” TRQ allocation at 52,005 metric tons (mt) effective January 1, 2026; and (2) establish an annual United Kingdom (UK) country-specific quota (CSQ) of 13,000 mt effective January 1, 2026.

DATES: This notice is applicable on January 1, 2026.

FOR FURTHER INFORMATION CONTACT:

Sarah Elizabeth Fasano, Office of Agricultural Affairs, (202) 395–9491 or Sarah.E.Fasano@ustr.eop.gov.

SUPPLEMENTARY INFORMATION: Pursuant to Additional U.S. Note 3 to Chapter 2 of the Harmonized Tariff Schedule of the United States (HTSUS), the United States maintains TRQs for imports of beef. Section 404(d)(3) of the URAA (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a TRQ for any agricultural product among supplying countries or customs areas and modify any allocation as determined appropriate by him. The President delegated this authority to the U.S. Trade Representative under Presidential Proclamation 6763 of December 23, 1994 (60 FR 1007).

The U.S. Trade Representative has determined to modify the existing allocations under the U.S. beef TRQ as a result of trade negotiations with the UK. On May 8, 2025, the United States and the UK announced the General Terms for the U.S.-UK Economic Prosperity Deal (General Terms). In the General Terms, the UK agreed to establish a CSQ of 13,000 mt for U.S. beef. In return, the United States agreed to reallocate 13,000 mt from the existing volume of the “other countries and areas” TRQ allocation to a CSQ for the UK. As required in the General Terms, on June 30, 2025, the UK amended its customs laws to establish the U.S. beef CSQ.

The attached Annex provides the modifications to the HTSUS necessary to (1) set the “other countries or areas” TRQ allocation at 52,005 mt effective January 1, 2026; and (2) establish an annual UK CSQ of 13,000 mt effective January 1, 2026.

Joan Hurst,

Deputy Assistant U.S. Trade Representative for Agricultural Affairs and Commodity Policy, Office of the United States Trade Representative.

Annex

Modifications to Additional U.S. Note 3 to Chapter 2 of the Harmonized Tariff Schedule

Effective with respect to goods entered for consumption, or withdrawn from warehouse for consumption, on or after 12:01 a.m.

eastern time on January 1, 2026, additional U.S. note 3 to chapter 2 of the Harmonized Tariff Schedule of the United States is modified:

1. By deleting the quantity “65,005” and by inserting the quantity “52,005” in lieu thereof; and

2. By inserting the following in the table of countries and quota quantities below “Uruguay 20,000”:

“United Kingdom 13,000”.

[FR Doc. 2025–24120 Filed 12–30–25; 8:45 am]

BILLING CODE 3390–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Extension of Comment Period 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; extension of comment period.

SUMMARY: The FAA, in cooperation with the National Park Service (NPS), announces the extension of the public comment period on 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 from January 2, 2026, to January 9, 2026. On December 2, 2025, the agencies announced a comment period ending January 2, 2026. Comments previously submitted need not be resubmitted.

DATES: The comment period for the notice published at 90 FR 55328 on December 2, 2025, is extended. Comments must be received by 10:59 p.m. PST January 9, 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/bayareaairtours25>.

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 the Act 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: December 29, 2025.

Sandra Fox,

Environmental Protection Specialist.

[FR Doc. 2025–24122 Filed 12–30–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0101]

Commercial Driver's License Standards: Application for Exemption; Massachusetts Department of State Police

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

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

SUMMARY: FMCSA announces its decision to grant an exemption to the Massachusetts Department of State Police allowing the State to waive specific portions of the commercial driver's license (CDL) skills test for CDL applicants who take the skills test on the island of Martha's Vineyard and issue those drivers a restricted CDL. The Agency grants this exemption because the island of Martha's Vineyard does not have the highway infrastructure to support a demonstration of certain on-road safe driving skills required by the CDL skills test requirements. FMCSA concludes that granting the exemption, subject to the terms and conditions set forth below, is likely to achieve a level of safety equivalent to or greater than the level of safety that would be achieved absent the exemption.

DATES: The exemption is effective from December 31, 2025 and expires December 31, 2027.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 771 216–2436; richard.clemente@dot.gov. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (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-2025-0101/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 (FMCSRs). 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

Under 49 CFR 383.113(c)(2) and (4), CDL applicants must demonstrate, respectively, the ability to signal appropriately when changing direction in traffic and to choose a safe gap for changing lanes, passing other vehicles, and crossing or entering traffic. As prescribed in 49 CFR 383.153(a)(10)(ix), a State has the discretion to impose