

including voluntary self-disclosure of violations, before pursuing enforcement actions that could include assessment of civil penalties. When warranted, civil penalties are meant to change the violator's behavior and bring about compliance. Civil penalties should be reasonable and proportional to the violation and its impacts, and the bases for penalty assessments should be consistent and transparent to the public. OACP continually reevaluates its penalty structure to ensure that its administrative civil penalties are set fairly and consistent with statutory authority.

Within the boundaries of statutory authority, multiple factors may impact the level of a civil penalty assessment. These include the scope and scale of the violation, the degree of harm caused, the violator's history of non-compliance, the violator's ability to pay, the Department's past actions for similar violations, the possibility of incentivizing or deterring future actions, and the size of the business in question. Penalties are assessed on a per-violation basis. If civil penalties are insufficient due to the criminal nature of the violating conduct, OACP may refer the case to the Department's Office of the Inspector General for review, investigation, and potential prosecution. OACP may also refer matters to the Department of Justice (DOJ) for civil enforcement, where appropriate. For a full list of criteria used by OACP in calculating a sanction, please see the Attachment "Criteria Considered in Setting Civil Penalties."

This notice supersedes the previous notice dated January 3, 2023.

## Attachment

### U.S. Department of Transportation

#### Office of Aviation Consumer Protection

#### Criteria Considered in Setting Civil Penalties

The Office of Aviation Consumer Protection (OACP) considers the factors listed below in determining the civil penalty it would seek or settle for in an enforcement proceeding and considers other relevant factors as appropriate. The civil penalty amounts referenced in this document are annually adjusted based on inflation pursuant to statute.<sup>5</sup> OACP will update the

<sup>5</sup> The Department's civil penalties are adjusted annually pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990 (FCPIAA), Public Law 101-410, as amended by the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 (2015 Act), Public Law 114-74, 129 Stat. 599, codified at 28 U.S.C. 2461 note. The FCPIAA and the 2015 Act require Federal agencies to adjust minimum and maximum civil penalty amounts to preserve their deterrent impact. The 2015 Act specifically required an initial catch-up adjustment, followed by annual adjustments of civil

penalty amounts in this attachment when that occurs and include the date of this change.

(1) The maximum assessable amount of the civil penalty under 49 U.S.C. 46301 and 14 CFR part 383, as adjusted for inflation. As of 2025, the maximum civil penalty assessable per violation is as follows:

- The General Penalty Provision for violations of Title 49 and Department orders and regulations is \$75,000 per violation for all entities, other than small business or individuals, to which a general penalty amount of \$1,875 per violation applies. For OACP purposes, the \$1,875 per violation penalty is usually applicable only in cases involving reporting violations by small carriers.
- For small businesses, as defined in 13 CFR part 121, 15 U.S.C. 632, and individuals, three specialized penalty amounts apply to specific kinds of violations:
  - \$17,062 for violations of certain provisions of chapter 401 (see statute for specifics), including the anti-discrimination provisions of section 40127 and those applying to passengers with disabilities (49 U.S.C. 41705) and related rules and orders;
  - \$8,531 for violations of 49 U.S.C. 41719 (related to essential air service) and related rules and orders;
  - \$4,267 for violations of 49 U.S.C. 41712 (unfair and deceptive practices) and related rules and orders.
- For continuing violations, each day a violation continues is a separate violation for penalty purposes.

(2) The number of violations.

(3) How long the violations continued, especially after the alleged violator's management became aware of them.

(4) The harm caused by the violations, as well as steps taken to reimburse passengers or otherwise correct the harm.

(5) Whether the violations were inadvertent or deliberate.

penalty amounts using a statutorily mandated formula.

For example, violations by entities not qualifying as a small business concern occurring from May 3, 2021 to March 20, 2022 are subject to a maximum civil penalty amount per violation up to \$35,188. Revisions to Civil Penalty Amounts, 86 FR 23241 (May 3, 2021) (codified at 14 CFR 383.2). For violations occurring from March 21, 2022, to January 5, 2023, the applicable maximum civil penalty amount per violation is up to \$37,377. Revisions to Civil Penalty Amounts, 87 FR 15839 (March 21, 2022). For violations occurring from January 6, 2023, to December 27, 2023, the applicable maximum civil penalty amount per violation is up to \$40,272. Revisions to Civil Penalty Amounts, 88 FR 1114 (January 6, 2023). For violations occurring from December 28, 2023, to May 15, 2024, the applicable maximum civil penalty amount per violation is up to \$41,477. Revisions to Civil Penalty Amounts, 88 FR 89551 (December 28, 2023). The FAA Reauthorization Act of 2024, Public Law 118-63, increased the maximum civil penalty amount to \$75,000 for each violation occurring on or after May 16, 2024.

Furthermore, under 49 U.S.C. 46301(a)(7), a violation of section 41705 that involves damage to a passenger's wheelchair or other mobility aid or injury to a passenger with a disability may be increased above the otherwise applicable maximum amount to an amount not to exceed 3 times the maximum penalty otherwise allowed.

(6) The alleged violator's enforcement history.

(7) The alleged violator's compliance disposition:

- a. did the entity expend resources to prevent such violations?
- b. did the entity have procedures in place to prevent such violations?
- c. did the entity provide training to employees in the area?
- d. how quickly was the problem corrected after OACP notification?
- e. what resources did the entity expend to correct the situation (e.g., for training, new equipment, new procedures, additional personnel)?

(8) The alleged violator's ability to pay (e.g., carrier in financial distress).

(9) The Department's history and past practices in assessing penalties for similar violations, adjusting for statutory penalty increases and inflation.

(10) The alleged violator's experience/sophistication level (e.g., new airline or established carrier; foreign carrier with limited service to U.S.).

(11) The need to eliminate/disgorge any profits attributable to the violations.

(12) Any valid excuses for the violations (e.g., were they beyond the alleged violator's control?).

(13) Whether the violations were voluntarily self-reported by the alleged violator. In addition, to encourage future compliance, OACP may permit the inclusion of a suspended civil penalty amount, as appropriate for each case. This amount becomes immediately due if the regulated entity violates the cease-and-desist or payment provisions of the order within a set period, usually one year from the issuance date of the order. The office also may include "offsets" in settlements for expenditures the violator makes that go above and beyond the Department's aviation consumer requirements, e.g., providing compensation to consumers when not required under the Department's regulations, or purchasing equipment or implementing systems that will provide tangible consumer benefits in the future beyond what is required to comply with the law.

Finally, it should be noted that virtually every settlement the office enters into involves the issuance of a cease-and-desist order with findings of violations. Consent orders become final orders of the Department 10 days after issuance, unless a petition for review is filed or the Department takes review on its own initiative. Consent orders have become a valuable source of Department enforcement case precedent, but they do not create new regulatory obligations for entities that are not named in the order.

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## DEPARTMENT OF THE TREASURY

### Office of Foreign Assets Control

#### Notice of OFAC Sanctions Actions

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons and vessels that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

**DATES:** This action was issued on December 31, 2025. See **SUPPLEMENTARY INFORMATION** section for relevant dates.

**FOR FURTHER INFORMATION CONTACT:** OFAC: Associate Director for Global Targeting, 202-622-2420; Assistant Director for Sanctions Compliance, 202-622-2490; or <https://ofac.treasury.gov/contact-ofac>.

**SUPPLEMENTARY INFORMATION:****Electronic Availability**

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website: <https://ofac.treasury.gov>.

**Notice of OFAC Action**

On December 31, 2025, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.

**Entities**

1. KRAPE MYRTLE CO LTD, 149 Donggang Jiedao, Putuo Qu, Zhoushan, Zhejiang 316100, China; Rm D5 5/F King Yip Fty Bldg, 59 King Yip St, Kwun Tong, Kowloon, Hong Kong, China; Identification Number IMO 6342210; Registration Number 74094750 (Hong Kong) issued 31 May 2022 [VENEZUELA-EO13850].

Designated pursuant to section l(a)(i) of Executive Order 13850 of November 1, 2018, "Blocking Property of Additional Persons Contributing to the Situation in Venezuela," 83 FR 55243, 3 CFR, 2018 Comp., p. 881, as amended by Executive Order 13857 of January 25, 2019, "Taking Additional Steps To Address the National Emergency With Respect to Venezuela," 84 FR 509, 3 CFR 2019 Comp., p. 251 (E.O. 13850) for operating in the oil sector of the Venezuelan economy.

2. CORNIOLA LIMITED (a.k.a. CORNIOLA LTD), 149, Donggang Jiedao, Putuo Qu, Zhoushan, Zhejiang 316100, China; Rm 909 G 9/F Hunghom Coml Ctr Twr A, 39 Ma Tau Wai Rd,

Hunghom, Kowloon, Hong Kong, China; Identification Number IMO 6434228; Registration Number 75612503 (Hong Kong) issued 14 Aug 2023 [VENEZUELA-EO13850].

Designated pursuant to section l(a)(i) of E.O. 13850 for operating in the oil sector of the Venezuelan economy.

3. WINKY INTERNATIONAL LIMITED, 14th Floor, Guangdong Investment Tower, 148 Connaught Road Central, Hong Kong, China; Majuro, Ajeltake Island 96960, Marshall Islands; Organization Established Date 01 Nov 2024; Registration Number 128617 (Marshall Islands) [VENEZUELA-EO13850].

Designated pursuant to section l(a)(i) of E.O. 13850 for operating in the oil sector of the Venezuelan economy.

4. ARIES GLOBAL INVESTMENT LTD (a.k.a. ARIES GLOBAL INVESTMENT LIMITED), Room 2611, 26th Floor, Southeast Technology R&D Center, 438, Jincheng Lu, Xiaoshan Qu, Hangzhou, Zhejiang, China; Rm A 20/F ZJ 300, 300 LOCKHART RD, Wan Chai, Hong Kong, China; Identification Number IMO 0052971; Registration Number 76957722 (Hong Kong) issued 19 Aug 2024 [VENEZUELA-EO13850].

Designated pursuant to section l(a)(i) of E.O. 13850 for operating in the oil sector of the Venezuelan economy.

On December 31, 2025, OFAC also identified the following vessels as property in which a blocked person has an interest under the relevant sanctions authority listed below.

**Vessels**

1. NORD STAR (3E7463) Crude Oil Tanker Panama flag; Vessel Year of Build 2006; Vessel Registration Identification IMO 9323596; MMSI 352003296 (vessel) [VENEZUELA-EO13850] (Linked To: KRAPE MYRTLE CO LTD; Linked To: CORNIOLA LIMITED).

Identified as property in which CORNIOLA LTD, and KRAPE MYRTLE CO LTD persons whose property and interests in property are blocked pursuant to E.O. 13850, have an interest.

2. DELLA (VRUB7) Crude Oil Tanker Hong Kong flag; Vessel Year of Build 2001; Vessel Registration Identification IMO 9227479; MMSI 477714500 (vessel) [VENEZUELA-EO13850] (Linked To: ARIES GLOBAL INVESTMENT LTD).

Identified as property in which ARIES GLOBAL INVESTMENT LTD, a person whose property and interests in property are blocked pursuant to E.O. 13850, has an interest.

3. VALIANT (VRXH3) Crude Oil Tanker Hong Kong flag; Vessel Year of Build 2009; Vessel Registration Identification IMO 9409247; MMSI

477206500 (vessel) [VENEZUELA-EO13850] (Linked To: ARIES GLOBAL INVESTMENT LTD).

Identified as property in which ARIES GLOBAL INVESTMENT LTD, a person whose property and interests in property are blocked pursuant to E.O. 13850, has an interest.

4. ROSALIND (a.k.a. LUNAR TIDE) Oil Products Tanker Guinea flag; Vessel Year of Build 2004; Vessel Registration Identification IMO 9277735 (vessel) [VENEZUELA-EO13850] (Linked To: WINKY INTERNATIONAL LIMITED).

Identified as property in which WINKY INTERNATIONAL LIMITED, a person whose property and interests in property are blocked pursuant to E.O. 13850, has an interest.

**Lisa M. Palluconi,**

*Deputy Director, Office of Foreign Assets Control.*

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**DEPARTMENT OF VETERANS AFFAIRS**

[OMB Control No. 2900-0923]

**Agency Information Collection Activity: Request for Restoration of Entitlement Due to Facility Closure, Program of Training or Course Disapproval (Chapter 31 Veteran Readiness and Employment)**

**AGENCY:** Veterans Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** Veterans Benefits Administration, Department of Veterans Affairs (VA), is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of a currently approved collection, and allow 60 days for public comment in response to the notice.

**DATES:** Comments must be received on or before March 9, 2026.

**ADDRESSES:** Comments must be submitted through [www.regulations.gov](http://www.regulations.gov).

**FOR FURTHER INFORMATION CONTACT:**

*Program-Specific information:* Kendra McCleave, 202-461-9760, [Kendra.McCleave@va.gov](mailto:Kendra.McCleave@va.gov).

*VA PRA information:* Dorothy Glasgow, 202-461-1084, [VAPRA@va.gov](mailto:VAPRA@va.gov).