

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]

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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>.