

SUMMARY: The Surface Transportation Board has adopted the fourth quarter 2025 Rail Cost Adjustment Factor and cost index filed by the Association of American Railroads.

DATES: *Applicability Date:* October 1, 2025.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez, (202) 915-0862. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: The rail cost adjustment factor (RCAF) is an index formulated to represent changes in railroad costs incurred by the nation's largest railroads over a specified period of time. The Surface Transportation Board (Board) is required by law to publish the RCAF on at least a quarterly basis. Each quarter, the Association of American Railroads computes three types of RCAF figures and submits those figures to the Board for approval. The Board has reviewed the submission and adopts the RCAF figures for the fourth quarter of 2025. The fourth quarter 2025 RCAF (Unadjusted) is 0.966. The fourth quarter 2025 RCAF (Adjusted) is 0.372. The fourth quarter 2025 RCAF-5 is 0.352. Additional information is contained in the Board's decision, which is available at www.stb.gov.

Decided: September 12, 2025.

By the Board, Board Members Fuchs, Hedlund, and Schultz.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2025-18026 Filed 9-17-25; 8:45 am]

BILLING CODE 4915-01-P

TENNESSEE VALLEY AUTHORITY

Continuation of the Regional Energy Resource Council and Regional Resource Stewardship Council

AGENCY: Tennessee Valley Authority (TVA).

ACTION: Renewal and re-establishment of Federal Advisory Committees.

SUMMARY: Pursuant to the Federal Advisory Committee Act (FACA), the Regional Energy Resource Council (RERC) and Regional Resource Stewardship Council (RRSC) may continue for additional two-year periods.

FOR FURTHER INFORMATION CONTACT: Bekim Haliti, bhaliti@tva.gov, 931-349-1894.

SUPPLEMENTARY INFORMATION: Pursuant to FACA and its implementing regulations, and following consultation with the Committee Management

Secretariat, General Services Administration (GSA) in accordance with 41 CFR 102-3.60(a), notice is hereby given that the RERC and RRSC have been approved for additional two-year periods. The RERC will provide advice to TVA on its issues affecting energy resource activities. The RERC was originally established in 2013 to advise TVA on its energy resource activities and the priority to be placed among competing objectives and values. It has been determined that the RERC continues to be needed to provide an additional mechanism for public input regarding energy resource issues. The charter can be found at www.tva.com/rrerc. The RRSC will provide advice to TVA on its issues affecting natural resources and stewardship activities. The RRSC was originally established in 2000 to advise TVA on its natural resources and stewardship activities and the priority to be placed among competing objectives and values. It has been determined that the RRSC continues to be needed to provide an additional mechanism for public input regarding natural resources and stewardship issues. The charter can be found at www.tva.com/rrsc.

Dated: September 15, 2025.

Melanie Farrell,

TVA Designated Federal Officer, Tennessee Valley Authority.

[FR Doc. 2025-18077 Filed 9-17-25; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-0269]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Notice of Construction, Alteration and Deactivation of Airports

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection allows users of both federally obligated and non-obligated airports to activate and deactivate landing areas, change traffic patterns, change use types, and realign landing areas. The information to be

collected will be used to conduct airport airspace analyses to understand the impact of proposed actions on existing and planned operating procedures, determine potential hazardous effects and objections, and identify any mitigating measures needed to enhance safe air navigation.

DATES: Written comments should be submitted by November 17, 2025.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Jason Knipp, Airports Data and Airspace Branch (AAS-120), Room 621, 6th Floor, Office of Airport Safety and Standards, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Jason Knipp, Office of Airport Safety and Standards, by e-mail at: Jason.Knipp@faa.gov; phone: 816-329-3103.

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. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.
OMB Control Number: 2120-0036.

Title: Notice of Construction, Alteration and Deactivation of Airports.
Form Numbers: 7480-1.

Type of Review: Renewal of an information collection.

Background: Title 14 Code of Federal Regulations Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that each person who intends to establish, construct, deactivate, or change the status of an airport, runway, or taxiway notify the FAA of such activity. The FAA uses the information collected to determine the effect the proposed action will have on existing airports and on the safe and efficient use of airspace by aircraft, the effects on the existing structure of airspace or contemplated traffic patterns of neighboring airports, the effects on the projected programs of the FAA, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected

area will have on the airport proposal. The FAA collects this information via an online reporting tool available on the FAA website or via FAA Form 7480–1.

Respondents: Approximately 552 annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per

Response: 1 hour.

Estimated Total Annual Burden: 552 hours.

Issued in Washington, DC, on September 16, 2025.

Christopher Criswell,

*Manager, Airport Data and Airspace Branch,
Office of Airport Safety and Standards.*

[FR Doc. 2025–18069 Filed 9–17–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–2926]

Notice of Rescission of Unmanned Aircraft Systems Operations Over People Declaration of Compliance, Tracking No. OOP000000176 for Skydio X10 With AVSS Parachute Recovery System (PRS–X10)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice rescinds an operations over people (OOP) declaration of compliance (DOC) for the Skydio X10 with AVSS Parachute Recovery System (PRS–X10) unmanned aircraft with the assigned tracking number OOP000000176 that the FAA accepted on August 26, 2024, effective immediately.

DATES: This action is effective September 18, 2025.

FOR FURTHER INFORMATION CONTACT: Benjamin Walsh, Aerospace Engineer, Flight Standards Emerging Technologies Division, AFS–700 by email at: ben.walsh@faa.gov; phone: 703–230–7664 x3275.

SUPPLEMENTARY INFORMATION:

Background: Title 14, Code of Federal Regulations (14 CFR) part 107, subpart D, establishes requirements for unmanned aircraft operations over people in the airspace of the United States. A person that designs, produces, or modifies an unmanned aircraft for category 2 or category 3 operations over people must show that the unmanned aircraft complies with the requirements in § 107.120 or § 107.130 by following a FAA-accepted means of compliance (MOC). A person declares that an

unmanned aircraft has been designed and produced to meet the applicable requirements of § 107.120 or § 107.130 by submitting a declaration of compliance (DOC) in accordance with the requirements in § 107.160 using the FAA’s UAS Declaration of Compliance website (uasdoc.faa.gov).

On August 26, 2024, the FAA evaluated and accepted a DOC application submitted by Aerial Vehicle Safety Solutions (AVSS) for the Skydio X10 with AVSS Parachute Recovery System (PRS–X10). The assigned tracking number was OOP000000176. On April 2, 2025, AVSS voluntarily requested that the FAA rescind the DOC for the Skydio X10 with AVSS Parachute Recovery System (PRS–X10). AVSS indicated that they are no longer supporting this unmanned aircraft configuration and that no production units were sold.

Basis for Recission: AVSS voluntarily requested the rescission of the DOC for the Skydio X10 with AVSS Parachute Recovery System (PRS–X10) because it is no longer supporting the system. This will not affect any production units because none were sold. Based on this information, the FAA determined that a rescission is warranted.

Recission: For the reasons stated herein, the FAA rescinds the DOC tracking number OOP000000176 for the Skydio X10 with AVSS Parachute Recovery System (PRS–X10) unmanned aircraft.

Issued in Washington, DC, on September 16, 2025.

Marcus Cunningham,

*Manager, Emerging Technologies Division,
AFS–700.*

[FR Doc. 2025–18099 Filed 9–17–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–2927]

Notice of Rescission of Unmanned Aircraft Systems Operations Over People Declaration of Compliance, Tracking No. OOP000000178 for DJI Mavic 3 Multispectral (M3M) With AVSS Parachute Recovery System (PRS–M3E)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice rescinds an operations over people (OOP) declaration of compliance (DOC) for the DJI Mavic 3 Multispectral (M3M) with AVSS Parachute Recovery System

(PRS–M3E) unmanned aircraft with the assigned tracking number OOP000000178 that the FAA accepted on August 29, 2024, effective immediately.

DATES: This action is effective October 18, 2025.

FOR FURTHER INFORMATION CONTACT:

Benjamin Walsh, Aerospace Engineer, Flight Standards Emerging Technologies Division, AFS–700 by email at: ben.walsh@faa.gov; phone: 703–230–7664 x3275.

SUPPLEMENTARY INFORMATION:

Background: Title 14, Code of Federal Regulations (14 CFR) part 107, subpart D, establishes requirements for unmanned aircraft operations over people in the airspace of the United States. A person that designs, produces, or modifies an unmanned aircraft for category 2 or category 3 operations over people must show that the unmanned aircraft complies with the requirements in § 107.120 or § 107.130 by following a FAA-accepted means of compliance (MOC). A person declares that an unmanned aircraft has been designed and produced to meet the applicable requirements of § 107.120 or § 107.130 by submitting a declaration of compliance (DOC) in accordance with the requirements in § 107.160 using the FAA’s UAS Declaration of Compliance website (uasdoc.faa.gov).

On August 29, 2024, the FAA evaluated and accepted a DOC application submitted by Aerial Vehicle Safety Solutions (AVSS) for the DJI Mavic 3 Multispectral (M3M) with AVSS Parachute Recovery System (PRS–M3E). The assigned tracking number was OOP000000178. On April 2, 2025, AVSS voluntarily requested that the FAA rescind the DOC for the DJI Mavic 3 Multispectral (M3M) with AVSS Parachute Recovery System (PRS–M3E). AVSS indicated that they are no longer supporting this unmanned aircraft configuration and the AVSS Parachute Recovery System is not compatible with the DJI Mavic 3 Multispectral unmanned aircraft series.

Basis for Recission: AVSS voluntarily requested the rescission of the DOC for the DJI Mavic 3 Multispectral (M3M) with AVSS Parachute Recovery System (PRS–M3E) because it is no longer supporting the system. This will not affect any production units because the AVSS Parachute Recovery System is not compatible with the DJI Mavic 3 Multispectral unmanned aircraft series. Based on this information, the FAA determined that a rescission is warranted.

Recission: For the reasons stated herein, the FAA rescinds the DOC