

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.*

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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.*

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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