

- F+45 Notices of intent to participate due.
- F+60 Proposed Safety Integration Plan (SIP) due.⁵
- F+75 Descriptions of anticipated responsive, including inconsistent, applications due. Petitions for waiver or clarification with respect to such applications due.
- F+115 Responsive environmental information and environmental verified statements for responsive, including inconsistent, applicants due.
- F+120 Comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or any related application(s) due (except filings from DOJ and DOT). Responsive, including inconsistent, applications due.
- F+135 Preliminary comments from DOJ and DOT, if any, due.
- F+150 Notice of acceptance of responsive, including inconsistent, applications, if any, published in the **Federal Register**.
- F+210 Responses to comments (including those of DOJ and DOT, if any), protests, requests for conditions, and other opposition due. Rebuttal in support of the primary application and any related application(s) due. Responses to responsive, including inconsistent, applications due.
- F+240 Rebuttals in support of responsive, including inconsistent, applications due.
- F+270 Final briefs due.⁶
- TBD Public hearing (if necessary).⁷ (Close of the record.)
- TBD Service date of final decision.⁸
- The Board invites all interested persons to submit written comments on the procedural schedule proposed here.⁹

⁵ Preparation of a SIP is required under 49 CFR 1106.4.

⁶ The Board will also provide page limits for final briefs in a later decision after the record has been more fully developed.

⁷ See 49 U.S.C. 11324(a) (“The Board shall hold a public hearing unless the Board determines that a public hearing is not necessary in the public interest.”).

⁸ Applicants’ proposed schedule includes dates for the issuance of the Board’s final decision and the effectiveness of that decision. The Board will issue its final decision in accordance with 49 U.S.C. 11325(b)(3) (requiring a final decision to be issued within 90 days of the close of the evidentiary record).

⁹ Applicants’ August 29, 2025 motion to permit ex parte stakeholder communications remains pending; therefore, written comments on the Board’s proposed procedural schedule may propose both a schedule that includes a time frame for ex parte communications and an alternative schedule that does not permit such communications. Written comments should not address the merits of Applicants’ August 29, 2025 motion, as replies to that motion were due on September 22, 2025.

Comments must be filed by October 16, 2025. The dates proposed in this decision are subject to change depending on the comments received or other circumstances.¹⁰ Should the Board accept an application in this proceeding, the Board anticipates that it would adopt a procedural schedule in that decision.

The Board’s Office of Environmental Analysis will review the information that it has requested from Applicants needed to initiate the environmental review of the proposed transaction. The Board will address environmental review issues in a subsequent decision.

Decided: September 24, 2025.

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

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2025–18753 Filed 9–25–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Hartsfield-Jackson Atlanta International Airport (ATL)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Hartsfield-Jackson Atlanta International Airport (ATL) under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: The effective date of the FAA’s determination on the Noise Exposure Maps is September 18, 2025.

FOR FURTHER INFORMATION CONTACT: Jennifer P. Adams, Atlanta Airports District Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone, (404) 305–6760; email, jennifer.p.adams@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Hartsfield-Jackson Atlanta International Airport (ATL) are in compliance with applicable requirements of title 14 Code of Federal Regulations (CFR) part 150, effective

September 18, 2025. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (“the Act”), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval, which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the City of Atlanta Department of Aviation. The documentation that constitutes the “Noise Exposure Maps” as defined in 14 CFR 150.7 includes: 2024 Existing Condition Noise Exposure Map, 2029 Future Condition Noise Exposure Map, and the Final Noise Exposure Maps and Supporting Documentation Report. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on September 18, 2025.

FAA’s determination on the airport operator’s Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator’s data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the

¹⁰ The Board’s regulations provide that a time period, except those provided by law, may be extended by the Board in its discretion, upon request and for good cause. See 49 CFR 1104.7(b).

provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of the Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under 14 CFR 150.21, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps and report are available for examination by appointment at the following location: Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, College Park, Georgia 30337. The Noise Exposure Maps and report are also available for viewing and download at the airport's website (<https://www.atl.com/community/planningnoiseenvironmental/>).

To arrange an appointment to review the Noise Exposure Maps and report, or for questions, contact the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Atlanta Airports District Office, College Park, Georgia, on September 18, 2025.

Joseph Parks Preston,

Manager, FAA Atlanta Airports District Office.

[FR Doc. 2025-18699 Filed 9-25-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2025-1704]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Section 353 Survey To Evaluate Airport Ramp Worker Safety

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 for a new information collection. The collection involves the use of a questionnaire to assess the guidance, training, and technology used to prevent accidents among ramp workers. The information to be collected is necessary to support the implementation of section 353 of the FAA Reauthorization Act of 2024 (Pub. L. 118-63).

DATES: Written comments should be submitted by November 25, 2025.

ADDRESSES: Please send written comments:

By Electronic Docket:

www.regulations.gov.

Docket: Enter docket number: FAA-2025-1704 into search field.

By email: caroline.b.bonynge@faa.gov.

FOR FURTHER INFORMATION CONTACT:

Caroline Bonynge: email at: caroline.b.bonynge@faa.gov, phone: 202-267-6757.

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-.

Title: Section 353 Survey to Evaluate Airport Ramp Worker Safety.

Form Numbers: N/A.

Type of Review: This is a review of a new information collection.

Background: Under the authority of section 353 of the FAA Reauthorization Act of 2024, this information collection supports the FAA's efforts to evaluate airport ramp worker safety, with a focus on identifying and reducing accidents related to ingestion zones and jet blast zones. These zones present serious hazards to ground personnel, and this initiative seeks to better understand the conditions, contributing factors, and potential mitigation strategies to improve safety across U.S. airports.

Data will be collected through voluntary questionnaires distributed to airport ramp workers, ground service providers, airline operators, and safety personnel. The questionnaires will ask respondents about their experiences, observed hazards, safety training, and recommendations related to working near aircraft engines and blast areas.

The FAA will use this information to identify trends, gaps in training or procedures, and opportunities for regulatory or operational improvements. Data collection will be primarily electronic, using secure online platforms to minimize the respondent's burden and ensure efficient processing. This collection supports the FAA's safety mission and fulfills a legal mandate to assess and improve workplace safety in airport operational areas.

Respondents: Of the airport ramp workers, ground service providers, airline operators, and safety personnel polled, it is estimated that approximately 100 will respond.

Frequency: Once.

Estimated Average Burden per Response: 2 hours.

Estimated Total Annual Burden: 200 hours.

Issued in Washington, DC, on September 24, 2025.

Anthony M. Butters,

Manager, Airport Safety Policy Branch, Office of Airports, Safety and Standards.

[FR Doc. 2025-18697 Filed 9-25-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2017-0133]

Commercial Driver's License: U.S. Custom Harvesters, Inc.; Application for Renewal of Exemption

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

ACTION: Notice of final disposition; renewal of exemption.

SUMMARY: FMCSA announces its final decision to renew the exemption granted to U.S. Custom Harvesters, Inc. (USCHI) from the intrastate restriction ("K") on commercial driver's licenses (CDLs) for custom harvester drivers operating in interstate commerce for a five-year period. FMCSA's regulations provide an exception to the minimum age requirements for drivers of commercial motor vehicles (CMVs) controlled and operated by a person engaged in interstate custom harvesting. However, FMCSA's CDL regulations do not include a corresponding exception from the intrastate-only (or "K") restriction for these drivers. This exemption renewal continues relief from the CDL provision for five years.