

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]

BILLING CODE P

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]

BILLING CODE P

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.