

operates the State's approximately 11.49-mile Wethersfield Secondary rail line pursuant to a modified certificate,⁴ and further states that this arrangement will continue under the new operating agreement.⁵ According to the verified notice, the new operating agreement will be effective on the effective date of the exemption.

The verified notice states that the new operating agreement does not include an interchange commitment. P&W further certifies that its projected annual revenues due to this transaction will not result in the creation of a Class II or Class I rail carrier.

P&W certifies that its revenues currently exceed \$5 million. Pursuant to 49 CFR 1150.42(e), if a carrier's projected annual revenues will exceed \$5 million, it must, at least 60 days before this exemption is to become effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. However, P&W's verified notice of exemption includes a request for waiver of the 60-day advance labor notice requirement so that the exemption can become effective 30 days after the verified notice was filed. P&W's waiver request will be addressed in a separate decision. The Board will establish the effective date of the exemption in its separate decision on the waiver request.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 5, 2025.

All pleadings, referring to Docket No. FD 36856, 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. In addition, a copy of each pleading must be served on P&W's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

⁴ See *Conn. Cent. R.R.—Modified Rail Certificate*, FD 33125, slip op. at 1–2 (STB served Oct. 17, 1996); *Conn. Cent. R.R.—Modified Rail Certificate*, FD 33515, slip op. at 1 (STB served Dec. 22, 1997).

⁵ Board approval is not required for lease amendments or extensions where the subject line is operated under a modified certificate of public convenience and necessity. *Vt. Ry.—Modified Rail Certificate*, FD 34455, slip op. at 2 (STB served Jan. 27, 2004).

According to P&W, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: November 24, 2025.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2025–21376 Filed 11–26–25; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36885]

Arkansas Midland Railroad Company, Inc.—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company

Arkansas Midland Railroad Company, Inc. (AKMD), a Class III railroad, has filed a verified notice of exemption under 49 CFR 1150.41 to extend the term of, and to make other changes to, its lease agreement with Union Pacific Railroad Company (UP). Pursuant to that agreement, AKMD leases and operates the following rail lines totaling approximately 57.6 miles (the Leased Lines): (1) a portion of the Carlisle Industrial Lead from UP's milepost 130.33 to the end of the line at UP's milepost 131.38, including side tracks appurtenant thereto; (2) rail line extending between UP's milepost 292.00 and UP's milepost 297.93, including side tracks appurtenant thereto, connecting with UP's mainline in North Little Rock Yard near milepost 343.40; (3) the Warren Line extending between a connection with UP at milepost 422.32 in Dermott, Ark., and milepost 461.74 at Warren, Ark.; (4) the Cypress Bend Industrial Lead, between milepost 407.5 at McGehee, Ark., and milepost 399.7 at Cypress Bend, Ark.; and (5) the Potlatch Spur, between milepost 0.0 (milepost 399.7 on the Cypress Bend Industrial Lead), and approximately milepost 3.4.¹

According to the verified notice, in 2000, AKMD entered into an agreement with UP to lease and operate certain segments of the Leased Lines. See *Ark. Midland R.R.—Lease & Operation Exemption—Union Pac. R.R.*, FD 33908

¹ The verified notice states that the lease also includes the yard at the east end of the Potlatch Spur and portions of the McGehee Yard (except yard tracks 001 and 002) as well as incidental bridge/trackage rights over UP's rail line between milepost 406.5 at McGehee and milepost 415.26 at Dermott.

(STB served Aug. 23, 2000). The parties subsequently supplemented that lease to allow AKMD to lease and operate the other portions of the Leased Lines. See *Ark. Midland R.R.—Change in Operators Exemption—Line of Union Pac. R.R.*, FD 34567 (STB served Nov. 17, 2004); *Ark. Midland R.R.—Lease & Operation Exemption—Union Pac. R.R.*, FD 34714 (STB served Aug. 30, 2005). According to the verified notice, the parties also subsequently supplemented the lease to extend the term of the lease to allow the parties to negotiate the supplement that is the subject of the verified notice. The verified notice indicates that AKMD and UP have now agreed to amend the lease to further extend its term and make other commercial changes. AKMD states that it will continue to operate the Leased Lines.

AKMD certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues currently exceed \$5 million. Pursuant to 49 CFR 1150.42(e), if a carrier's projected annual revenues will exceed \$5 million, it must, at least 60 days before the exemption becomes effective, post a notice of its intent to undertake the proposed transaction at the workplace of the employees on the affected lines, serve a copy of the notice on the national offices of the labor unions with employees on the affected lines, and certify to the Board that it has done so. However, AKMD has filed a request for waiver of the 60-day advance labor notice requirements to allow the exemption to take effect 30 days after the filing of AKMD's verified notice of exemption. AKMD's waiver request will be addressed in a separate decision. The Board will establish the effective date of the exemption in its separate decision on the waiver request.

AKMD certifies that the lease contains an existing interchange commitment. AKMD has provided additional information regarding the interchange commitment, as required by 49 CFR 1150.43(h).²

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 5, 2025.

² AKMD filed a copy of the agreement, including all supplements, under seal with the verified notice. See 49 CFR 1150.43(h)(1).

All pleadings, referring to Docket No. FD 36885, 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. In addition, a copy of each pleading must be served on AKMD's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to AKMD, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: November 21, 2025.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2025-21386 Filed 11-26-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: **FAA-2025-1174**; Summary Notice No.—**2025-63**]

Petition for Exemption; Summary of Petition Received; Rotor Technologies, Inc.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before December 29, 2025.

ADDRESSES: Send comments identified by docket number [FAA-2025-1174] using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- **Mail:** Send comments to Docket Operations, M-30; U.S. Department of

Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jake Troutman, (202) 267-2928, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2025-1174.

Petitioner: Rotor Technologies, Inc.

Section(s) of 14 CFR Affected:

§§ 61.3(c)(1), 61.23(a)(2), 91.7(a), 91.9(b)(1), 91.121, 91.225(h)(2), 91.403(a), 91.403(b), 91.405(a), 91.407(a)(1), 91.409(a)(1), 91.409(a)(2), 91.417(a), 91.417(b), 137.19(c), 137.19(d), 137.31(b), 137.33(a), 137.33(b), 137.41(c), and 137.42.

Description of Relief Sought: Rotor Technologies, Inc. seeks relief to operate the Rotor R220 and Rotor R550, rotor-wing unmanned aircraft systems (UAS) with maximum takeoff weights (MTOW) of 1,360 pounds (lbs.) and 2,500 lbs. respectively, for agricultural spraying operations in remote rural operating environments in the United States. All

operations will occur during daylight hours and within visual line-of-sight (VLOS) of a trained pilot-in-command (PIC) or visual observer (VO).

[FR Doc. 2025-21459 Filed 11-26-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. **FAA-2025-0780**]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Service Availability Prediction Tool (SAPT)

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 collection involves planned routes of flight and aircraft avionics equipment. The information to be collected will be used to predict whether an aircraft flying the proposed route of flight will have sufficient position accuracy and integrity for the following: Navigation, via the Receiver Autonomous Integrity Monitoring (RAIM) SAPT; Surveillance, via the Automatic Dependent Surveillance—Broadcast (ADS-B) SAPT. In addition, the website will allow operators to request authorization to operate in ADS-B-Out rule airspace with aircraft that do not fully meet the ADS-B Out requirements via: ADS-B Deviation Authorization Pre-flight Tool (ADAPT).

DATES: Written comments should be submitted by January 27, 2026.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.reginfo.gov/public/do/PRAMain
(Enter docket number into search field).

By email: Mr. Jamal A. Wilson by email at jamal.wilson@faa.gov; phone: (202) 267-4301.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Mr. James Kenney by email at james.kenny@faa.gov; phone: (703) 624-3695.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of