The Board also authorized DSRR to reopen two depositions for the limited purpose of examination pertaining to an unwritten modification agreement between LPPC and NLA. *See id.* at 7–8. By letter dated September 30, 2026, DSRR informed the Board that it had conducted the reopened depositions. (*See* DSRR Letter, Sep. 30, 2026.) [3]

On October 30, 2026, DSRR filed a motion requesting that the Board issue a procedural schedule, along with a proposed schedule for filings. (*See* DSRR Mot. for Procedural Schedule, Oct. 30, 2026.) LPPC replied to the motion on November 2, 2026. (*See* LPPC Reply, Nov. 2, 2026.)

Discussion and Conclusions

As explained in the *December 2023 Decision,* the Board's acceptance of the amended application was conditional to permit LPPC to seek discovery of DSRR and to file revised valuation calculations and supporting evidence. *Dec. 2023 Decision,* FD 36447, slip op. at 2. Discovery has been completed, and LPPC has filed its updated valuation calculations and supporting evidence. Accordingly, notice of LPPC's amended application will be published in the **Federal Register**.

Procedural Schedule

The *September 2025 Decision* directed the parties to confer and submit (jointly, if possible) a proposed procedural schedule that took into account a reasonable period of time for DSRR to complete discovery and the general timeline for record-building contemplated by the Board's regulations at 49 CFR 1151.2(c), (e), and (f). *Sep. 2025 Decision,* FD 36447, slip op. at 8. The parties submitted separate proposals on November 19, 2025.[4] (*See* DSRR Mot. for Procedural Schedule, Nov. 19, 2025; LPPC Response, Nov. 19, 2025.)

DSRR included a new proposed procedural schedule with its October 30, 2026 motion. DSRR proposes 30 days—the time period specified by 49 CFR 1151.2(c)—for the filing of competing applications. (DSRR Mot. for Procedural Schedule 3, Oct. 30, 2026.) DSRR proposes that verified statements and comments addressing both the amended application and any competing applications be due 60 days thereafter—more than the 30 days contemplated in 49 CFR 1151.2(e). (DSRR Mot. for Procedural Schedule 3, Oct. 30, 2026.) DSRR states it ''expects its filing to be extensive and robust given the substantial record.'' (*Id.*) DSRR also argues the record will show LPPC has failed the public convenience and necessity (PC&N) test [5] so substantially that the Board could benefit from bifurcating the PC&N analysis from consideration of the constitutional minimum value (CMV) of the Line.[6] Finally, DSRR proposes 20 days for the filing of verified replies to responses to the amended application and any competing applications. (DSRR Mot. for Procedural Schedule 3, Oct. 30, 2026.)

In reply, LPPC states that it supports issuance of a procedural schedule and responds to various assertions in DSRR's motion. (*See* LPPC Reply, Nov. 2, 2026.) LPPC generally does not oppose the schedule DSRR proposes; however, LPPC requests 30 days (rather than 20) to file its verified reply, given the anticipated length of DSRR's response to the amended application. (*Id.* at 3–4.) LPPC objects to DSRR's suggestion that the Board consider only whether LPPC has satisfied the PC&N test and delay determining the CMV of the Line. (*Id.* at 2–3.)

DSRR's proposed schedule, modified to permit 30 days for the filing of verified replies, is reasonable and will be adopted. However, to avoid unnecessary delay, DSRR's request to bifurcate will be denied. Accordingly, all filings should address the PC&N standard, the CMV of the Line, and financial responsibility.

For the reasons discussed, DSRR's October 30, 2026 motion for issuance of a procedural schedule will be granted in part, and the following procedural schedule will be adopted for this proceeding:

- Competing applications by other parties seeking to acquire all or any portion of the Line are due by December 28, 2026.
- Verified statements and comments addressing the amended application and competing applications must be filed by February 25, 2027.
- Verified replies by applicants and other interested parties must be filed by March 29, 2027.

It is ordered:

1. Notice of LPPC's amended feeder line application will be published in the **Federal Register**.
2. DSRR's October 30, 2026 motion for issuance of a procedural schedule is granted in part, as explained above.
3. The schedule set forth above will govern this proceeding.
4. This decision is effective on its service date.

Decided: November 24, 2026.

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

Tammy Lowery,

Clearance Clerk.

[FR Doc. 2026–24165 Filed 11–25–26; 8:45 am]

BILLING CODE 4915–01–P

[3] LPPC also filed a letter on September 30 noting that the reopened depositions had concluded and requesting that the Board ''promptly issue a procedural schedule.'' (LPCC Letter, Sep. 30, 2026.) On October 13, 2026, LPPC informed the Board, among other things, that corrected transcripts for the reopened depositions had been served on DSRR's counsel but stated it is not necessary to delay issuance of the procedural schedule to allow time for DSRR to provide those transcripts to the Board. (LPPC Letter, Oct. 13, 2026.) DSRR filed the corrected transcripts with the Board on October 22, 2026.

[4] Because of a lapse in the Board's appropriation, the initial October 9, 2025 deadline for proposals was extended to November 20, 2025. *See Materials Due to Be Submitted During the Fed. Gov't Shutdown,* EP 751, slip op. at 1 (STB served Nov. 13, 2025).

[5] Under 49 U.S.C. 10907, a financially responsible party may obtain a Board order requiring the sale of a rail line in two situations, only one of which is applicable here: when the PC&N require or permit the sale. 49 U.S.C. 10907(b)(1).

[6] To be an eligible purchaser under the feeder line program, an applicant must show it is financially responsible. 49 U.S.C. 10907(b)(1)(B). To be considered financially responsible, the purchaser must be able to (1) pay the CMV for the line and (2) cover the expenses of operating on the line for at least the first three years. *Id.* 10907(a).

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36964]

City of Solon, Ohio—Acquisition Exemption—Norfolk Southern Railway Company

The City of Solon, Ohio (Solon), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Norfolk Southern Railway Company (NSR) all of its residual common carrier interests, including NSR's right to reactivate rail service, on approximately 6.5 miles of rail-banked railroad line extending between milepost RH 15.0± in Cuyahoga County, Ohio, and milepost RH 21.5± at the Geauga-Portage County Line, Ohio (the Line).

In *Norfolk Southern Railway—Abandonment Exemption—in Cuyahoga, Geauga, and Portage Counties, Ohio,* AB 290 (Sub-No. 418X) (STB served June 25, 2025), the Board authorized abandonment of the Line, together with a 0.5-mile connecting segment. Solon states that the Line is currently subject to interim trail use under a trail use agreement between Solon and NSR under the National Trails System Act (Trails Act), 16 U.S.C. 1247(d). *See Norfolk S. Ry.—Aban. Exemption—in Cuyahoga, Geauga, & Portage Cntys., Ohio,* AB 290 (Sub-No. 418X) (STB served Dec. 10, 2025) (reopening the proceeding and issuing a replacement notice of interim train use to allow Solon, as proposed trail

sponsor, to negotiate with NSR for interim trail use/rail banking of the Line's right-of-way).[1]

Solon states that NSR agreed to convey to Solon, as the trail sponsor of the Line, all of NSR's residual common carrier interests in the Line, including NSR's right to terminate trail use and reactivate freight rail service. According to Solon, NSR does not wish to retain any residual rights related to the Line, and Solon is willing to acquire such residual interests. Solon states that it would obtain a contract operator to operate the Line if rail service were to be reactivated and acknowledges that any such operator would require operating authority from the Board.

Solon 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 will not exceed $5 million. Solon further certifies that the proposed transaction does not include an interchange commitment.

The transaction may be consummated on or after December 13, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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 to stay must be filed no later than December 4, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36964, 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 Solon's representative, Edward Kraus, Mayor, City of Solon, 34200 Bainbridge Road, Solon, OH 44139.

According to Solon, this action is categorically excluded from environmental reporting requirements 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 23, 2026.

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

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026–24045 Filed 11–25–26; 8:45 am]

BILLING CODE 4915–01–P

[1] On December 18, 2025, the Board was notified that a trail use/rail banking agreement was reached.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–13804]

Notice of Intent To Designate as Abandoned Felts Field Aviation Supplemental Type Certificate No. SA376NW

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to designate supplemental type certificate as abandoned; request for comments.

SUMMARY: This notice announces the FAA's intent to designate Felts Field Aviation Supplemental Type Certificate (STC) as abandoned and make the related engineering data available upon request. The FAA has received a request to provide engineering data concerning this STC. The FAA has been unsuccessful in contacting Felts Field Aviation concerning the STC. This action is intended to enhance aviation safety.

DATES: The FAA must receive all comments by May 26, 2027.

ADDRESSES: You may send comments on this notice by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov.* Follow the instructions for submitting comments.
- *Mail:* Ed Mills, AIR–771, Federal Aviation Administration, West Certification Branch, 2200 216th Street Des Moines, WA 98189.
- *Email: Ed.Mills@faa.gov.* Include ''Docket No. FAA–2026–13804'' in the subject line of the message.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ed Mills, Manager, AIR–771, FAA; telephone: 206–231–3515; email: *Ed.Mills@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested parties to provide comments, written data, views, or arguments relating to this notice. Send your comments using a method listed under the **ADDRESSES** section. Include ''Docket No. FAA–2026–13804'' at the beginning of your comments. The FAA will consider all comments received on or before the closing date. All comments received will be available in the docket for examination by interested persons.

Background

The FAA is posting this notice to inform the public that the FAA intends to designate Felts Field Aviation STC No. SA376NW as abandoned and subsequently release the related engineering data. Felts Field Aviation STC No. SA376NW is for installation of a McCauley D3A32C88–XLM/82NC–2 three bladed propeller, Cessna spinner, governor, and associated systems on a Continental I0–520–A engine in accordance with Felts Field Aviation Inc., Installation Instructions No. FFA1000.

The FAA has received a third-party request for the release of the aforementioned engineering data under the provisions of the Freedom of Information Act (FOIA), 5 U.S.C. 552. The FAA cannot release commercial or financial information under FOIA without the permission of the data owner. However, in accordance with title 49 of the United States Code § 44704(a)(5), the FAA can provide STC ''engineering data'' it possesses for STC maintenance or improvement, upon request, if the following conditions are met:

1. The FAA determines the STC has been inactive for 3 years or more;
2. Using due diligence, the FAA is unable to locate the owner of record or the owner of record's heir; and
3. The availability of such data will enhance aviation safety.

There has been no activity on this STC for more than 3 years.

On August 14, 2026, the FAA sent a certified letter to Mr. Mark Neupert last known record holder of Felts Field Aviation at his last known address: Spokane Felts Field Hangar, 6095 E Rutter Ave, Spokane, Washington 99027. The FAA exchanged 6 electronic messages with Mr. Mark Neupert and the subject STC SA376NW was not a known asset when he acquired Felts Field Aviation. Mr. Mark Neupert gave the FAA the name of Mr. David Klaue an officer of the original Felts Field Aviation. The FAA discovered Mr. David Klaue was deceased. On August 14, 2026, the FAA sent a certified letter to Mr. David Klaue or heir. The letter was returned, unclaimed, and unable to be forwarded. The letters informed Felts Field Aviation that the FAA had received a request for engineering data related to STC No. SA376NW and was conducting a due diligence search to