

Clean Water Act Section 404(b)(1) Guidelines.

### Mitigation Measures

IDNR would require Sugar Camp to implement best management practices and mitigation to minimize potential adverse environmental effects throughout the SBR No. 8 Mine Area as conditions of its mine permit. Throughout the TVA Mineral Rights Area, any future mine operator would be subject to these same requirements.

Permit conditions would be enforced by the State of Illinois; TVA does not regulate the mining activities of Sugar Camp, nor would it regulate any mining activities that begin after divestment of the TVA Mineral Rights Area. TVA assumes that environmental liabilities associated with the mining of divested coal reserves would be transferred to the purchasing entity. State of Illinois mitigation measures include:

1. The implementation of sediment and erosion control practices (e.g., silt fences, straw, mulch, or vegetative cover) and fugitive dust minimization (e.g., wetting roads prior to heavy use).
2. The implementation of water quality protection measures (e.g., sediment pond treatment, water quality monitoring, or establishment of riparian zone buffer zones).
3. The repair or compensation of any damage to buildings or other structures caused by subsidence.
4. The minimization of invasive species transmission per the requirements of the Illinois Noxious Weed Law.
5. Compensation for any interruption to well water quality or quantity caused by subsidence until the groundwater is restored.
6. The repair of any damage to roads caused by subsidence.
7. The repair of any drainage alteration caused by subsidence.
8. The compensatory mitigation of wetlands and streams impacted by subsidence, if necessary. This condition would also be enforced by the U.S. Army Corps of Engineers.
9. The repair of any damage to utilities caused by subsidence.

*Authority:* 40 CFR 1505.2.

Dated: March 18, 2025.

**Bryan Williams,**

*Senior Vice President, Major Projects.*

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**BILLING CODE 8120-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2025-0558]

### Notice of Intent To Decommission Flight Service Remote Communications Outlets (RCOs)

**AGENCY:** Federal Aviation Administration (FAA).

**ACTION:** Request for public comment.

**SUMMARY:** The FAA requests public comment on the agency's intent to decommission the Flight Service network of communication frequencies for advisory services throughout the contiguous United States (CONUS), excluding those in Alaska.

**DATES:** Written comments should be submitted by May 27, 2025.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:*  
[www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field).

*By mail:* 800 Independence Ave. SW, Washington, DC 20591, ATTN: Manager, Flight Service, Safety & Operations, AJR-B1.

#### FOR FURTHER INFORMATION CONTACT:

Christopher Henne, Manager, Safety & Operations, (202) 267-6500 or by email at: [9-AJR-FSSOG@faa.gov](mailto:9-AJR-FSSOG@faa.gov), Subject: CONUS RCOs.

#### SUPPLEMENTARY INFORMATION:

*Background:* Flight Service provides inflight advisory services over a radio network of 936 frequencies throughout the CONUS, including Hawaii and Puerto Rico. This infrastructure was developed over 40 years ago, with little or no modifications since.

Flight Service has experienced reduction in the volume of requests for advisory services, and a resulting consolidation in Flight Service stations. In the mid-1980s, Flight Service received 22,000 service requests per day across this network, while today they receive fewer than 300 per day. In turn, from over 350 Flight Service stations with over 3,000 employees 40 years ago, there are now only two (2) facilities with fewer than 200 specialists. This 99% reduction in the volume of requests is not representative of a reduction in flights. Rather, it is a result of a move to new technology with no safety impacts. Technology (e.g., mobile technology) has made it possible for users today to receive the information and services that Flight Service provides without the need for radio communications.

The remaining infrastructure and staffing for this outdated method costs

taxpayers millions of dollars annually to support the small number of pilots that have not converted to mobile technology. In January 2016, a MITRE study found that a vast majority of the frequencies were duplicate, overlapping and seldom used. In April 2016, the FAA published a Notice of Proposed Policy for FAA's proposed plan to decommission a number of RCOs and frequencies.<sup>1</sup> The FAA received 13 comments, made minor revisions to the decommission list, and published the final policy on August 30, 2017.<sup>2</sup> In 2017, the FAA decommissioned 641 frequencies, including 404 RCOs and 237 VOR outlets for a cost savings estimated at \$2.5 million annually in maintenance costs, with additional savings realized once leases and voice switch infrastructure were decreased.

It is the FAA's intent to decommission all remaining 936 RCOs in CONUS after a final rule is published. The remaining list of 936 frequencies is available on the FAA website<sup>3</sup> and can be divided into two groups:

(1) RCOs that aircraft can use to contact a flight service station by transmitting and receiving on a common or discrete frequency, for example, 122.2, 122.5, etc. There are 764 RCOs in the CONUS.

(2) Frequencies that are co-located with navigational aids, known as VORs, in which aircraft can contact flight service by transmitting on a frequency (usually 122.1) and receiving on the appropriate VOR frequency. There are 172 VOR frequencies in the CONUS.

After decommissioning these RCOs, Flight Service will no longer provide inflight advisory services in CONUS. All emergency frequencies will continue to be monitored through Air Traffic Control Facilities.

*Safety Analysis:* A Safety Risk Management Panel will be convened to analyze potential risk to the National Airspace System as a result of this change.

*Public Comments Invited:* The FAA is interested in comments concerning the move to decommission the remaining 936 Remote Communications Outlets in CONUS. Users are welcome to include comments concerning any other aspect of your experience with Flight Service.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this action. Before acting on this notice,

<sup>1</sup> 81 FR 25484 (April 28, 2016).

<sup>2</sup> 82 FR 41304 (August 30, 2017).

<sup>3</sup> [https://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/systemops/fs](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs).

the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The agency may change this notice in light of the comments it receives.

Issued in Washington, DC.

**Kevin J. Hanson,**

*Director of Flight Service, AJR-B, Air Traffic Organization.*

[FR Doc. 2025-05167 Filed 3-26-25; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2010-0203; FMCSA-2013-0444; FMCSA-2016-0007; FMCSA-2018-0056; FMCSA-2020-0051; FMCSA-2022-0045; FMCSA-2022-0046; FMCSA-2022-0047]

### Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

**ACTION:** Notice of renewal of exemptions; request for comments.

**SUMMARY:** FMCSA announces its decision to renew exemptions for 15 individuals from the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that interstate commercial motor vehicle (CMV) drivers have “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a CMV.” The exemptions enable these individuals who have had one or more seizures and are taking anti-seizure medication to continue to operate CMVs in interstate commerce.

**DATES:** Each group of renewed exemptions were applicable on the dates stated in the discussions below and will expire on the dates stated in the discussions below. Comments must be received on or before April 28, 2025.

**ADDRESSES:** You may submit comments identified by the Federal Docket Management System Docket No. FMCSA-2010-0203, Docket No. FMCSA-2013-0444, Docket No. FMCSA-2016-0007, Docket No. FMCSA-2018-0056, Docket No. FMCSA-2020-0051, Docket No. FMCSA-2022-0045, Docket No. FMCSA-2022-0046, or Docket No.

FMCSA-2022-0047 using any of the following methods:

- **Federal eRulemaking Portal:** Go to [www.regulations.gov/](http://www.regulations.gov/), insert the docket number (FMCSA-2010-0203, FMCSA-2013-0444, FMCSA-2016-0007, FMCSA-2018-0056, FMCSA-2020-0051, FMCSA-2022-0045, FMCSA-2022-0046, or FMCSA-2022-0047) in the keyword box and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, and click on the “Comment” button. Follow the online instructions for submitting comments.

- **Mail:** Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery:** West Building Ground Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001 between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays.

- **Fax:** (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-4001;

[fmcamedical@dot.gov](mailto:fmcamedical@dot.gov). Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

### SUPPLEMENTARY INFORMATION:

#### I. Public Participation

##### A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2010-0203, Docket No. FMCSA-2013-0444, Docket No. FMCSA-2016-0007, Docket No. FMCSA-2018-0056, Docket No. FMCSA-2020-0051, Docket No. FMCSA-2022-0045, Docket No. FMCSA-2022-0046, or Docket No. FMCSA-2022-0047), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can

contact you if there are questions regarding your submission.

To submit your comment online, go to [www.regulations.gov/](http://www.regulations.gov/), insert the docket number (FMCSA-2010-0203, FMCSA-2013-0444, FMCSA-2016-0007, FMCSA-2018-0056, FMCSA-2020-0051, FMCSA-2022-0045, FMCSA-2022-0046, or FMCSA-2022-0047) in the keyword box and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

#### B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001 or via email at [brian.g.dahlin@dot.gov](mailto:brian.g.dahlin@dot.gov). At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

#### C. Viewing Comments

To view comments, go to [www.regulations.gov](http://www.regulations.gov/). Insert the docket number (FMCSA-2010-0203, FMCSA-2013-0444, FMCSA-2016-0007, FMCSA-2018-0056, FMCSA-2020-