

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-2025-1630.

**Petitioner:** Rainmaker Technology Corporation.

**Section(s) of 14 CFR Affected:** § 107.36.

**Description of Relief Sought:** Rainmaker Technology Corporation (Rainmaker Technology) seeks relief to allow the use of burn-in-place (BIP) and ejectable flares during unmanned aircraft system (UAS) precipitation enhancement operations at high altitudes with the Rainmaker Elijah Quadcopter Series small UAS, that has a maximum take-off weight (MTOW) of 50 pounds (lbs.). The relief sought is limited to the carriage and controlled deployment of these flares, which are classified as hazardous materials, for the purpose of dispersing ice nucleating particles (INP) to stimulate precipitation in drought-affected regions.

[FR Doc. 2025-14285 Filed 7-28-25; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2025-1720]

#### Notice of Intent To Designate as Abandoned Harlan Associates of Spruce Creek, Inc. Supplemental Type Certificate No. SA1806SO

**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 Harlan Associates of Spruce Creek, Inc. Supplemental Type Certificate (STC) No. SA1806SO 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 Harlan Associates of Spruce Creek, Inc. concerning the STC. This action is intended to enhance aviation safety.

**DATES:** The FAA must receive all comments by January 26, 2026.

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

- **Federal eRulemaking Portal:** Go to [regulations.gov](http://www.regulations.gov). Follow the instructions for submitting comments.
- **Mail:** Cherice Clarke, AIR-751, Federal Aviation Administration, East Certification Branch, Atlanta ACO, 1701 Columbia Avenue, College Park, GA 30337.
- **Email:** [Cherice.k.clarke@faa.gov](mailto:Cherice.k.clarke@faa.gov). Include "Docket No. FAA-2025-1720" 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:** Cherice Clarke, Correspondence Specialist, FAA, East Certification Branch, 1701 Columbia Avenue, College Park, GA 30337; telephone: 404-474-5537; email: [Cherice.k.clarke@faa.gov](mailto:Cherice.k.clarke@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-2025-1720" 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 Harlan Associates of Spruce Creek, Inc. STC No. SA1806SO, for the installation of nose landing gear tires, sized 15 x 6.0-6 6 PR in lieu of the 6.0-6 6 PR, on Piper Aircraft, Inc. Model (type certificate previously held by The New Piper Aircraft, Inc.) PA-24, PA-30 and PA-39 aircraft, as abandoned and subsequently release the related engineering data.

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 April 18, 2025, the FAA sent a certified letter to Harlan Associates of Spruce Creek, Inc. at its last known address: 1326 South Ridgewood Avenue #5, Daytona Beach, FL 32114-6193. The letter informed Harlan Associates of Spruce Creek, Inc. that the FAA had received a request for engineering data related to STC No. SA1806SO and was conducting a due diligence search to determine whether the STC was inactive and may be considered abandoned. The letter further requested that the company respond in writing within 60 days and state whether it is the holder of the STC. The FAA also attempted to make contact with Harlan Associates of Spruce Creek, Inc. by other means, including registered mail, without success.

#### Information Requested

If you are the owner or heir or a transferee of STC No. SA1806SO or have any knowledge regarding who may now hold STC No. SA1806SO, please contact Cherice Clarke using a method described in this notice under **FOR FURTHER INFORMATION CONTACT**. If you

are the heir of the owner, or the owner by transfer, of STC No. SA1806SO, you must provide a notarized copy of your government-issued identification with a letter and background establishing your ownership of the STC and, if applicable, your relationship as the heir to the deceased holder of the STC.

### Conclusion

If the FAA does not receive any response by January 26, 2026, the FAA will consider STC No. SA1806SO abandoned, and the FAA will proceed with the release of the requested data. This action is for the purpose of maintaining the airworthiness of an aircraft and enhancing aviation safety.

Issued on July 24, 2025.

**Steven W. Thompson,**

*Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2025-14254 Filed 7-28-25; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Notice of Intent To Prepare an Environmental Impact Statement for the Everett Link Extension and Operations and Maintenance Facility North Project, Snohomish County, Washington

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The Federal Transit Administration (FTA), as Federal lead agency, and the Central Puget Sound Regional Transit Authority (Sound Transit), as local project sponsor and joint lead agency, issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the Everett Link Extension (EVLE) and Operations and Maintenance Facility North (OMF North) Project (Project). The Project would extend Link light rail 16 miles from the existing Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington, and improve connections to the regional transit system and major activity centers. The Project would also include construction of a light rail operations and maintenance facility (OMF) in Snohomish County to support the regional Link light rail program, including EVLE.

**DATES:** Comments related to the NEPA review of the Project must be received on or before August 28, 2025. The joint lead agencies will consider comments received after that date to the extent practicable, as well as the comments received during this NEPA scoping period and the prior Washington State Environmental Policy Act (SEPA) scoping process. Commenters who previously provided SEPA scoping comments do not need to resubmit those comments for consideration under NEPA, but may elect to do so.

**ADDRESSES:** Comments on the scope of the EIS should be directed to Kathy Fendt, North Corridor Environmental Manager, in one of four ways:

- *Sound Transit website:* <https://everettlink.participate.online/>;
- *Email:* [everettlinkcomments@soundtransit.org](mailto:everettlinkcomments@soundtransit.org);
- *Mail:* Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826; or
- *Provided by phone at 425-243-6255.*

**FOR FURTHER INFORMATION CONTACT:** For FTA: Todd Tillinger, 206-220-7538, [todd.tillinger@dot.gov](mailto:todd.tillinger@dot.gov). For Sound Transit: Kathy Fendt, 206-689-4856, [kathy.fendt@soundtransit.org](mailto:kathy.fendt@soundtransit.org).

**SUPPLEMENTARY INFORMATION:** FTA and Sound Transit (the Agencies) will prepare the EIS in accordance with NEPA, FTA environmental statute (Efficient environmental reviews for project decisionmaking and One Federal Decision, 23 U.S.C. 139), FTA environmental regulations (23 CFR part 771), and SEPA. This notice initiates NEPA scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes general information on the range of alternatives being considered for evaluation in the EIS, and identifies potential environmental impacts to be considered. It also invites comments from Tribes, agencies, and interested members of the public on the above information and announces upcoming public scoping meetings. Alternatives being considered for evaluation in the EIS include a No Build Alternative and various Build Alternatives for the light rail line and OMF North in the EVLE corridor. The alternatives were developed through a local planning process including a Regional Transit Long-Range Plan (2014), a regional system plan of transit investments (Sound Transit 3 (ST3)), an early scoping and alternatives development process specific to the EVLE corridor under NEPA (see 86 FR

61387, November 5, 2021), and EIS scoping under SEPA. During the alternatives development process, Sound Transit worked with Tribes, agencies, and the public to identify and evaluate over 50 alignment and station alternatives and 18 sites for OMF North to determine which alternatives to take into the EIS process. Results of the early scoping, alternatives development, and SEPA EIS scoping processes and other background technical reports are available on the Project website: <https://soundtransit.org/everettlink>, or by contacting the Project line at 206-370-5533. FTA has determined the Project will not be evaluated as a major project as defined in 23 U.S.C. 139(a)(7). Sound Transit intends to pursue Federal funding for the Project through FTA's Capital Investments Grant program.

### I. Purpose and Need for the Proposed Action

The purpose and need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the Project is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF to:

- Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the Project corridor as defined through the local planning process and reflected in the ST3 Plan.
- Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, including explicit consideration for those who use transit as a primary means of transportation.
- Encourage sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies.
- Encourage convenient and safe non-motorized access to transit stations, such as bicycle and pedestrian