

There are four types of grant assurances:

- Airport Sponsor (applicable for airport development);
- Non-Airport Sponsors Undertaking Noise Compatibility Program Projects;
- Planning Agency Sponsors; and
- Aviation State Block Grant Program.

The current assurances were published on May 2, 2022, at 87 FR 25691. Prior to the FAA Reauthorization Act of 2024 (Pub. L. 118–63), the assurances were published on:

- February 3, 1988, at 53 FR 3104 and amended on September 6, 1988, at 53 FR 34361;
- August 29, 1989, at 54 FR 35748;
- June 10, 1994, at 59 FR 30076;
- January 4, 1995, at 60 FR 521;
- June 2, 1997, at 62 FR 29761;
- August 18, 1999, at 64 FR 45008;
- August 24, 2004, at 69 FR 52057 and amended on March 29, 2005, at 70 FR 15980;
- March 18, 2011, at 76 FR 15028;
- April 13, 2012, at 72 FR 22376;
- April 3, 2014, at 79 FR 18755;
- February 28, 2020, at 85 FR 12048; and
- May 2, 2022, at 84 FR 25691.

A complete list of the current grant assurances may be viewed at: [https://www.faa.gov/airports/aip/grant\\_assurances](https://www.faa.gov/airports/aip/grant_assurances).

#### Discussion of Grant Assurance Modifications

The FAA is making five changes to the grant assurances. These changes will be in effect for grants issued in fiscal year 2025 and beyond. The changes to the grant assurances are as follows:

##### Removal of Executive Orders

- Executive Order 11246—Equal Employment Opportunity
- Executive Order 12898—Environmental Justice
- Executive Order 13985—Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- Executive Order 13988—Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- Executive Order 14008—Tackling the Climate Crisis at Home and Abroad

##### Additions to Federal Legislation and List of Executive Orders

- Infrastructure Investment and Jobs Act, Public Law 117–58, Title VIII
- Executive Order 14149—Restoring Freedom of Speech and Ending Federal Censorship
- Executive Order 14151—Ending Radical and Wasteful Government DEI Programs and Preferencing

Executive Order 14154—Unleashing American Energy

- Executive Order 14168—Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
- Executive Order 14173—Ending Illegal Discrimination and Restoring Merit-Based Opportunity

##### Updates to Grant Assurances 1, General Federal Requirements

The FAA updated the introductory paragraph of Grant Assurance 1 to include the following language:

“Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:”

##### Updates to Grant Assurances 5, Preserving Rights and Powers, and 29, Airport Layout Plan

The FAA updated Grant Assurances 5 and 29 to conform with Section 743 of the FAA Reauthorization Act of 2024 (Pub. L. 118–63).

##### Updates to Grant Assurance 30, Civil Rights

The FAA updated Grant Assurance 30 to conform with Executive Order 14151, Ending Radical and Wasteful Government DEI Programs and Preferencing.

##### Addition of Assurance 40, Access to Leaded Aviation Fuel

The FAA has added Grant Assurance 40 that requires an airport owner or operator that made any 100-octane low lead aviation gasoline (100LL) available at such airport, at any time during calendar year 2022, to not restrict or prohibit the sale of or self-fueling with 100-octane low lead aviation gasoline. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the Administrator of the Federal Aviation Administration as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the Administrator. Violations are subject to civil penalties in accordance with 49 U.S.C. 46301(a)(8).

#### Authority for Grant Assurance Modifications

This notice is published under the authority described in Subtitle VII, Part B, Chapter 471, Sections 47107 and 47122 of Title 49 United States Code (U.S.C.). In addition, the statutory authorities delegated to the Federal Aviation Administration are enumerated in Title 49 Code of Federal Regulations (CFR) 1.83 (“Delegations to the Federal Aviation Administration”).

Issued in Washington, DC, on April 22, 2025.

**David F. Cushing,**

*Manager, Airports Financial Assistance Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Safety Advisory 2025–01; Proper Configuration of Grand Master 4000 and 4000A Switch Machines To Prevent Unintended Switch Movement

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of safety advisory.

**SUMMARY:** FRA is issuing Safety Advisory 2025–01 to heighten awareness within the rail industry of the potential for unintended movement of Grand Master 4000 and 4000A switch machines. Improper configuration of these machines could allow power to be present at the switch machine controller when locking is in effect, creating the potential for unintended switch movement underneath or in front of a train.

#### FOR FURTHER INFORMATION CONTACT:

Scott Johnson, Part 236 Subject Matter Expert, Signal, Train Control and Crossings Division, Office of Railroad Safety, FRA, 1200 New Jersey Ave. SE, Washington, DC 20590, 406–210–3608, [scott.j.johnson@dot.gov](mailto:scott.j.johnson@dot.gov).

**Disclaimer:** This Safety Advisory is considered guidance pursuant to DOT Order 2100.6A (June 7, 2021). Except when referencing laws, regulations, policies, or orders, the information in this Safety Advisory does not have the force and effect of law and is not binding in any way. This document does not review or replace any previously issued guidance.

#### SUPPLEMENTARY INFORMATION:

#### Background

The Grand Master 4000 and 4000A is an electric switch machine designed to

be used at controlled points, interlockings and derails.

A recent derailment was reported to the FRA that was caused by the unintended movement of a switch underneath a train. The unintended movement of the switch was the result of the improper configuration of a Grand Master 4000A switch machine amplifier. Specifically, the amplifier was configured in the 3 wire position and not the intended 4 wire position. Subsequent investigation has determined that the Grand Master 4000 switch machine amplifier has the same configuration design and is also at risk of causing the unintended movement of the switch when improperly configured.

The Grand Master 4000 and 4000A switch machines have four different motor control wiring configurations that can be selected based on the user's needs and a 3W/4W (3 wire or 4 wire configuration) controller key switch or plug that must be positioned correctly based on the wiring configuration to permit safe operation of the machine. According to the configuration instructions in the manufacturer's manual, all configurations except the 4-wire configuration require the 3W/4W controller key switch or plug to be placed in the 3W position.

Field testing has demonstrated that if the Grand Master 4000 and 4000A is configured in the 4-wire configuration and the 3W/4W controller key switch or plug is placed in the 3W position, power may be present in the switch machine controller when locking is required to be in effect.<sup>1</sup> If power is present in the switch machine controller when locking is required to be in effect, unintended movement of the switch may occur under a train or in front of a train approaching the switch.

**Recommended Railroad Actions:** In light of the above discussion and to ensure the safety of the Nation's railroads, their employees, and the general public, FRA recommends that railroads:

1. Ensure the signal circuit plans for each location equipped with a Grand Master 4000 or 4000A switch machine

clearly indicate the correct wiring configuration used for the switch machine and the proper position of the 3W/4W controller key switch or plug. This configuration should be consistent with the configuration instructions in the manufacturer's manual.

2. Ensure the wiring configuration of each Grand Master 4000 and 4000A switch machine and the position of the 3W/4W controller key switch or plug match the information on the signal circuit plans.

3. Include in locking test procedures a test to validate that power is removed from the switch machine controller when locking is required. This test may be performed by the placement of a 0.06-ohm shunt in the OS and visual confirmation that all lights on top of the controller are dark.

4. Perform locking tests for each Grand Master 4000 and 4000A switch machine location to ensure power is removed from the switch machine controller when locking is required to be in effect to prevent unintended switch movement.

5. Ensure locking test procedures provide that employees verify that power is removed from the switch machine controller when locking is required to be in effect.

6. Ensure that employees are trained to verify that the wiring configuration of each Grand Master 4000 and 4000A switch machine is correct and the 3W/4W controller key switch or plug is in the proper position when the wiring configuration is changed, or the switch machine controller is replaced.

7. Ensure all lights on top of the switch machine controller are dark before trains are allowed to proceed over the switch under signal indication.

FRA encourages all railroad industry members to take actions consistent with the recommendations of this Safety Advisory. FRA also encourages railroad industry members to seek input from their workforce as the industry prepares to act on the recommendations of this Safety Advisory. FRA may modify this Safety Advisory, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

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## DEPARTMENT OF THE TREASURY

### Office of Foreign Assets Control

#### Notice of OFAC Sanctions Action

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons and vessels that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them. The vessel placed on the SDN List has been identified as property in which a blocked person has an interest.

**DATES:** This action was issued on April 22, 2024. See **SUPPLEMENTARY INFORMATION** for relevant dates.

**FOR FURTHER INFORMATION CONTACT:** OFAC: Associate Director for Global Targeting, 202-622-2420; Assistant Director for Licensing, 202-622-2480; Assistant Director for Sanctions Compliance, 202-622-2490 or <https://ofac.treasury.gov/contact-ofac>.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Availability**

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website: <https://ofac.treasury.gov>.

##### **Notice of OFAC Action**

On April 22, 2024, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authority listed below.

**BILLING CODE 4810-AL-P**

<sup>1</sup> According to the field wiring configurations table on page 3-10 in the manufacturer's manual, the 4-wire configuration is the only configuration that does not have an input to terminal TB1-2. Therefore, if an input wire is present on terminal TB1-2, the Grand Master 4000 or 4000A is not configured in a 4-wire configuration.