

**SECURITIES AND EXCHANGE COMMISSION****[OMB Control No. 3235–0131]****Proposed Collection; Comment Request; Extension: Rule 17a–7**

*Upon Written Request, Copies Available From:* Securities and Exchange Commission, Office of FOIA Services, 100 F Street NE, Washington, DC 20549–2736

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (“PRA”) (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission (“Commission”) is soliciting comments on the proposed collection of information provided for in Rule 17a–7 (17 CFR 240.17a–7) under the Securities Exchange Act of 1934 (15 U.S.C. 78a *et seq.*) (the “Exchange Act”).

Rule 17a–7 requires a non-resident broker-dealer (generally, a broker-dealer with its principal place of business in a place not subject to the jurisdiction of the United States) registered or applying for registration pursuant to Section 15 of the Exchange Act to maintain—in the United States—complete and current copies of books and records required to be maintained under any rule adopted under the Exchange Act and furnish to the Commission a written notice specifying the address where the copies are located. Alternatively, Rule 17a–7 provides that non-resident broker-dealers may file with the Commission a written undertaking to furnish the requisite books and records to the Commission upon demand within 14 days of the demand.

The Commission estimates that there are approximately 53 non-resident broker-dealers. Based on the Commission’s experience, the Commission estimates that the average amount of time necessary to comply with Rule 17a–7 is one hour per year per respondent. Accordingly, the Commission estimates that the total industry-wide reporting burden is approximately 53 hours per year. Assuming an average cost per hour of approximately \$344 for a compliance manager, the total internal cost of compliance for the respondents is approximately \$18,232 per year.<sup>1</sup>

An agency may not conduct or sponsor, and a person is not required to

respond to, a collection of information under the PRA unless it displays a currently valid OMB control number.

*Written comments are invited on:* (a) whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the Commission’s estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Please direct your written comments on this 60-Day Collection Notice to Austin Gerig, Director/Chief Data Officer, Securities and Exchange Commission, c/o Tanya Rutenberg via email to [PaperworkReductionAct@sec.gov](mailto:PaperworkReductionAct@sec.gov) by August 25, 2025. There will be a second opportunity to comment on this SEC request following the **Federal Register** publishing a 30-Day Submission Notice.

Dated: June 18, 2025.

**Sherry R. Haywood,**

*Assistant Secretary.*

[FR Doc. 2025–11517 Filed 6–23–25; 8:45 am]

**BILLING CODE 8011–01–P**

**SMALL BUSINESS ADMINISTRATION****Data Collection Available for Public Comments**

**ACTION:** 60-Day notice and request for comments.

**SUMMARY:** The Small Business Administration (SBA) intends to request approval, from the Office of Management and Budget (OMB) for the collection of information described below. The Paperwork Reduction Act (PRA) requires federal agencies to publish a notice in the **Federal Register** concerning each proposed collection of information before submission to OMB, and to allow 60 days for public comment in response to the notice. This notice complies with that requirement.

**DATES:** Submit comments on or before August 25, 2025.

**ADDRESSES:** Send all comments to Michael Donadieu, National Director, Examinations Unit, OII, Small Business Administration, Washington, DC 20416.

**FOR FURTHER INFORMATION CONTACT:** Michael Donadieu, Senior Examiner, Office of SBIC Examinations, OII, 202–

255–1007, [michael.donadieu@sba.gov](mailto:michael.donadieu@sba.gov), or Shauniece Carter, Interim Agency Clearance Officer, 202–205–6536, [shauniece.carter@sba.gov](mailto:shauniece.carter@sba.gov).

**SUPPLEMENTARY INFORMATION:** Form 857 is used by SBA examiners to obtain information about financing provided by small business investment companies (SBICs). This information, which is collected directly from the financed small business, provides independent confirmation of information reported to SBA by SBICs, as well as additional information not reported by SBICs.

**OMB Control Number 3245–0109**

*Title:* “Request for Information Concerning Portfolio Financing”.

*Description of Respondents:* Small Business Investment Companies.

*Form Number:* 857.

*Annual Responses:* 2,250.

*Annual Burden:* 2,250.

**Shauniece Carter,**

*Interim Agency Clearance Officer.*

[FR Doc. 2025–11535 Filed 6–23–25; 8:45 am]

**BILLING CODE 8026–03–P**

**SURFACE TRANSPORTATION BOARD**

**[Docket No. EP 748]**

**Indexing the Annual Operating Revenues of Railroads**

The Surface Transportation Board (Board) is publishing the annual deflator factor and inflation-adjusted railroad revenue thresholds for 2024. The deflator factor is used by the railroads to adjust their gross annual operating revenues for classification purposes. This indexing methodology ensures that railroads are classified based on real business expansion and not on the effects of inflation. Classification is important because it determines the extent to which individual railroads must comply with the Board’s reporting requirements.

The Board’s annual deflator factor is based on the annual average of the Producer Price Index (PPI) industry data for line-haul railroads published by the Bureau of Labor Statistics (BLS) and is used to deflate revenues for comparison with established revenue thresholds.

Application of the annual deflator factors for 2020–2024 results in the following annual revenue thresholds:

<sup>1</sup> \$344 per hour for a compliance manager is from SIFMA’s *Management & Professional Earnings in the Securities Industry 2013*, modified by Commission staff for an 1800-hour work-year, multiplied by 5.35 to account for bonuses, firm size, employee benefits, and overhead, and adjusted for inflation.

RAILROAD REVENUE THRESHOLDS <sup>1</sup>

Year	Factor	Class I	Class II
2020 <sup>2</sup>	1.0000	900,000,000	40,400,000
2021	0.9535	943,898,958	42,370,575
2022	0.8721	1,032,002,719	46,325,455
2023	0.8541	1,053,709,560	47,299,851
2024	0.8375	1,074,600,816	48,237,637

The annual inflation-adjusted deflator factor and revenue thresholds for 2024 are effective January 1, 2024. Notice of this decision will be published in the **Federal Register**.

By the Board, Kristen Monaco, Ph.D.,  
Director, Office of Economics.

**Zantori Dickerson,**  
*Clearance Clerk.*

[FR Doc. 2025–11508 Filed 6–23–25; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

[Docket No.: FAA–2025–0906]

## Experimental Aircraft “All Makes and Models” Program

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

**ACTION:** Notice; reopening of comment period.

**SUMMARY:** This action reopens the comment period for notice published on May 9, 2025, titled “Experimental Aircraft All Makes and Models Program.” The notice informed operators of certain experimental aircraft of a new program that enables certain pilots to receive authorization to act as pilot in command (PIC) of certain

experimental aircraft by completing aircraft-specific ground and flight training without taking a practical test. The FAA implements this program in accordance with Section 806 of the FAA Reauthorization Act of 2024. The FAA is reopening the comment period to allow commenters an additional opportunity to provide feedback.

**DATES:** The comment period for this notice published on May 9, 2025, at 90 FR 19778, and closed on June 9, 2025, is reopened until July 9, 2025.

**ADDRESSES:** Send comments identified by docket number FAA–2025–0906 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:**

David Menzimer at (202) 267–1100, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:****Background**

On May 9, 2025, the FAA published a notice titled “Experimental Aircraft All Makes and Models Program,” in the **Federal Register** (90 FR 19778). Commenters were instructed to provide comments on or before June 9, 2025 (*i.e.*, 30 days from the date of publication of the notice).

On June 9, 2025, the FAA received one request to extend the comment period of the notice. The FAA grants the request for extension and finds that an additional fifteen (15) days will provide sufficient opportunity for the public to comment. Therefore, the comment period for this notice is reopened until July 9, 2025.

Issued in Washington, DC.

**Hugh J. Thomas**

*Acting Deputy Executive Director, Flight Standards Service.*

[FR Doc. 2025–11521 Filed 6–23–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

[Docket No. 2025–1127]

**Agency Information Collection**

**Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Recording of Aircraft Conveyances and Security Documents.**

**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 revise and renew an information collection. The collection

<sup>1</sup> In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201*, 8 I.C.C.2d 625 (STB served Apr. 5, 2021), the revenue classification level for Class I railroads from \$50 million (1978 dollars) to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from \$10 million (1978 dollars) to \$20 million (1991 dollars). In *Montana Rail Link, Inc.—Petition for Rulemaking—Classification of Carriers*, EP 763 (STB served Apr. 5, 2021), the revenue classification level for Class I railroads was raised from \$250 million (1991 dollars) to \$900 million (2019 dollars), and the Class II threshold was converted and rounded from \$20 million (1991 dollars) to \$40.4 million (2019 dollars), effective for the reporting year beginning January 1, 2020.

<sup>2</sup> The 2020 and subsequent values are based on the thresholds established in Docket No. EP 763, and the deflator factor is indexed with a base year of 2019. As the PPI industry index for Line-haul railroads remained the same from 2019 to 2020, the annual deflator factor for 2020 was 1.0000.