

American Railroads (AAR), for use in the Revenue Shortfall Allocation Method (RSAM).

The RSAM figure is one of three benchmarks that together are used to determine the reasonableness of a challenged rate under the Board's *Simplified Standards for Rail Rate Cases*, EP 646 (Sub-No. 1), slip op. at 10 (STB served Sept. 5, 2007),¹ as further revised in *Simplified Standards for Rail Rate Cases—Taxes in Revenue Shortfall Allocation Method (Simplified Standards—Taxes in RSAM)*, EP 646 (Sub-No. 2) (STB served Nov. 21, 2008). RSAM is intended to measure the

average markup that the railroad would need to collect from all of its “potentially captive traffic” (traffic with a revenue-to-variable-cost ratio above 180%) to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2) (*i.e.*, earn a return on investment equal to the railroad industry cost of capital). *Simplified Standards—Taxes in RSAM*, EP 646 (Sub-No. 2), slip op. at 1. In *Simplified Standards—Taxes in RSAM*, EP 646 (Sub-No. 2), slip op. at 3, 5, the Board modified its RSAM formula to account for taxes, as the prior formula mistakenly compared pre-tax and after-

tax revenues. In that decision, the Board stated that it would institute a separate proceeding in which Class I railroads would be required to submit the annual tax information necessary for the Board's annual RSAM calculation. *Id.* at 5–6.

Pursuant to 49 CFR 1135.2, AAR is required to annually calculate and submit to the Board the weighted average state tax rate for each Class I railroad for the previous year. On May 30, 2025, AAR filed its calculation of the weighted average state tax rates for 2024, listed below for each Class I railroad:

WEIGHTED AVERAGE STATE TAX RATES

Railroad	2024 (%)	2023 (%)	% Change
BNSF Railway Company	4.739	4.894	– 0.155
CSX Transportation, Inc	5.118	5.172	– 0.054
Grand Trunk Corporation	7.575	7.728	– 0.153
Canadian Pacific Kansas City	6.178	N/A	N/A
Norfolk Southern Combined Railroad Subsidiaries	5.265	5.368	– 0.103
Union Pacific Railroad Company	5.035	5.241	– 0.206

Pursuant to 49 CFR 1135.2(b), notice of AAR's submission will be published in the **Federal Register**. Any party wishing to comment on AAR's calculation of the 2024 weighted average state tax rates should file a comment by July 8, 2025. *See* 49 CFR 1135.2(c). If any comments opposing AAR's calculations are filed, AAR's reply will be due within 20 days of the filing date of the comments. *Id.* If any comments are filed, the Board will review AAR's submission, together with the comments, and serve a decision within 60 days of the close of the record that either accepts, rejects, or modifies AAR's railroad-specific tax information. *Id.* If no comments are filed by July 8, 2025, AAR's submitted weighted average state tax rates will be automatically adopted by the Board, effective July 9, 2025. *Id.*

It is ordered:

1. Comments on AAR's calculation of the 2024 weighted average state tax rates for the Class I railroads are due by July 8, 2025. If any comments opposing AAR's calculations are filed, AAR's reply is due within 20 days of the filing of the comments.

2. If no comments are filed, AAR's calculation of the 2024 weighted average state tax rates for each Class I railroad will be automatically adopted by the Board, effective July 9, 2025.

3. Notice will be published in the **Federal Register**.

Decided: June 4, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Zantori Dickerson,
Clearance Clerk.

[FR Doc. 2025–10408 Filed 6–6–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2025–0699]

Agency Information Collection Activities: Requests for Comments; Clearance of New Approval of Information Collection: Expedited Special Government Interest (SGI) Waiver or Authorization for Unmanned Aerial Systems (UAS) Operations

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: This is to provide the public with a 60-day notice on the intent to obtain approval of a form as required by the Paperwork Reduction Act. The Federal Aviation Administration (FAA) is responsible for ensuring the safe

operation of all aircraft, including Unmanned Aerial Systems (UAS). This includes issuing Certificates of Authorization (COAs) for certain UAS operations and imposing airspace restrictions to address national security, hazard response, Very Important Person (VIP) movements, firefighting efforts, and other purposes mandated by law or regulation. The information on the form will enable the FAA to determine whether a UAS operator should be granted permission to operate within restricted airspace for emergency situations. Such exceptions may support critical public-interest activities, including search and rescue, media-pool operations, utility restoration, law enforcement, border operations, firefighting, and similar efforts.

DATES: Written comments should be submitted by August 8, 2025.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Nicholas Torgerson, Federal Aviation Administration, AJR–223, 800 Independence Ave. SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Nicholas Torgerson, by email at: nicholas.d.torgerson@faa.gov; phone: 202–267–6376, Lalesh Nagy, by email

¹ *Aff'd sub nom. CSX Transp., Inc. v. STB*, 568 F.3d 236 (D.C. Cir. 2009), *vacated in part on reh'g*, 584 F.3d 1076 (D.C. Cir. 2009).

at: lalesh.nagy@faa.gov; phone: 202–999–2700, Mirna Meyer, by email at: mirna.meyer@faa.gov; phone: 540–422–4226.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for Office of Management and Budget (OMB's) clearance of this information collection.

OMB Control Number: 2120–XXX.

Title: Expedited SGI Waiver or Authorization for UAS Operations.

Form Numbers: FAA Request Form for Expedited SGI Waiver or Authorization for UAS Operations.

Type of Review: New of an information collection.

Background: When a UAS operator requests a special government interest (SGI) waiver they must go through the SGI process. The UAS operator must have an existing Part 107 Remote Pilot with a current certificate, or must have an existing Certificate of Waiver or Authorization (COA) to fly the UAS. To submit a waiver through this process, fill out the Emergency Operation Request Form and send it to the FAA's System Operations Support Center (SOSC). If approved, the FAA will add an amendment to the existing COA or Remote Pilot Certificate that authorizes the UAS pilot to fly under certain conditions for the specified operation. If denied, operators should not fly outside the provisions of their existing COA or part 107. Operators have the option to amend their requests.

Typically, UAS operators request exceptions through the Airspace Access Program (AAP). However, in the event that AAP becomes unavailable, a backup method is necessary to manually document exception requests. The form to support this backup method will gather essential information to evaluate whether: (1) the requester has a valid purpose for the waiver; (2) the proposed waiver can be executed safely; and (3) the requester holds the appropriate licensing, COA, or credentials.

Respondents: 300 UAS operators.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 15 minutes.

Estimated Total Annual Burden: 75 hours.

Issued in Washington, DC, on May 28, 2025.

Lalesh K. Nagy,

Management & Program Analyst, System Operations Security, System Operations Services, AJR–223.

[FR Doc. 2025–09955 Filed 6–6–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2025–0095]

Request for Comments on the Renewal of a Previously Approved Collection: Application for Waiver of the Coastwise Trade Laws for Small Passenger Vessels

AGENCY: Maritime Administration, DOT.

ACTION: Notice.

SUMMARY: The Maritime Administration (MARAD) invites public comments on its intention to request approval from the Office of Management and Budget (OMB) to renew an information collection in accordance with the Paperwork Reduction Act of 1995. The proposed collection OMB 2133–0529 (Application for Waiver of the Coastwise Trade Laws for Small Passenger Vessels) is used to identify the effect of potential foreign-built small passenger vessel coastwise operations on U.S. vessel builders and coastwise trade businesses. Since the last renewal there was an increase in the total respondents, responses, burden hours and cost to respondents. We are required to publish this notice in the **Federal Register** to obtain comments from the public and affected agencies.

DATES: Comments must be submitted on or before *August 8, 2025*.

ADDRESSES: You may submit comments identified by Docket No. MARAD–2025–0095 through one of the following methods:

- **Federal eRulemaking Portal:** www.regulations.gov. Search using the above DOT docket number and follow the online instructions for submitting comments.
- **Mail or Hand Delivery:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Instructions: All submissions must include the agency name and docket number for this rulemaking.

Note: All comments received will be posted without change to www.regulations.gov including any personal information provided.

Comments are invited on: (a) whether the proposed collection of information is reasonable for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility, and clarity of the information collection; and (d) ways that the burden could be lessened without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT:

Patricia Hagerty, 202–366–0903, Office of Cargo and Commercial Sealift, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, Email: smallvessels@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Application for Waiver of the Coastwise Trade Laws for Small Passenger Vessels.

OMB Control Number: 2133–0529.

Type of Request: Extension without change of a currently approved collection.

Abstract: Owners of foreign-built small passenger vessels must request an eligibility determination from the Maritime Administration (MARAD) to engage in coastwise trade. This collection of information provide justification for a positive determination and a uniform mean for MARAD to obtain relevant information to perform its administrative function in accordance with statute.

Respondents: Owners and prospective owners, vessel agents, brokers and charterers of U.S. built vessels; was not U.S. built and is at least 3 years old; or if U.S. rebuilt, was rebuilt in the U.S. or outside of the United States at least 3 years before a coastwise endorsement under 46 U.S.C. (b) would take effect.

Affected Public: U.S. vessel builders and owners of U.S. passenger vessels.

Estimated Number of Respondents: 200.

Estimated Number of Responses: 200.

Estimated Hours per Response: 1.

Annual Estimated Total Annual Burden Hours: 200.

Frequency of Response: Annually.

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.49.)

By Order of the Maritime Administration.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2025–10405 Filed 6–6–25; 8:45 am]

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