

be submitted on or before February 26, 2025.

## V. Accelerated Approval

The Commission finds good cause to approve the Proposal prior to the 30th day after the date of publication of notice of Amendment No. 1<sup>26</sup> in the **Federal Register**. The amendment clarified the description of the Trust; further described the terms of the Trust; and conformed various representations in the amended filing to representations that exchanges have made for other ETPs that the Commission has approved.<sup>27</sup> The amended filing is now substantially similar to filings for other spot bitcoin and spot ether ETPs that the Commission has approved.<sup>28</sup> Accordingly, the Commission finds good cause, pursuant to Section 19(b)(2) of the Exchange Act,<sup>29</sup> to approve the Proposal on an accelerated basis.

## VI. Conclusion

This approval order is based on all of the Exchange's representations and descriptions in the Proposal, which the Commission has carefully evaluated as discussed above.<sup>30</sup> For the reasons set forth above, the Commission finds, pursuant to Section 19(b)(2) of the Exchange Act,<sup>31</sup> that the Proposal is consistent with the requirements of the Exchange Act and the rules and regulations thereunder applicable to a national securities exchange, and in particular, with Section 6(b)(5) and Section 11A(a)(1)(C)(iii) of the Exchange Act.<sup>32</sup>

*It is therefore ordered*, pursuant to Section 19(b)(2) of the Exchange Act,<sup>33</sup> that the Proposal (SR-NYSEARCA-2024-104) be, and hereby is, approved on an accelerated basis.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>34</sup>

**Sherry R. Haywood,**

*Assistant Secretary.*

[FR Doc. 2025-02223 Filed 2-4-25; 8:45 am]

**BILLING CODE 8011-01-P**

<sup>26</sup> See *supra* note 4.

<sup>27</sup> See also *supra* Item III.B.

<sup>28</sup> See Spot Bitcoin and Ether ETP Approval Order.

<sup>29</sup> 15 U.S.C. 78s(b)(2).

<sup>30</sup> In addition, the Shares of the Trust must comply with the requirements of NYSE Arca Rule 8.201-E (Commodity-Based Trust Shares) to be listed and traded on the Exchange on an initial and continuing basis.

<sup>31</sup> 15 U.S.C. 78s(b)(2).

<sup>32</sup> 15 U.S.C. 78f(b)(5); 15 U.S.C. 78k-1(a)(1)(C)(iii).

<sup>33</sup> 15 U.S.C. 78s(b)(2).

<sup>34</sup> 17 CFR 200.30-3(a)(12).

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2025-0152]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Procedures for Non-Federal Navigation Facilities

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

**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 renew an information collection. The collection involves aerial navigation aids (NavAids), electrical/electronic facilities, owned and operated by non-federal sponsors for use by the flying public. "Non-Federal sponsors" refers to entities such as State and local governments, businesses, and private citizens. The information to be collected is necessary to ensure that operation and maintenance of these non-federally owned facilities is in accordance with FAA safety standards. The FAA is not changing its information-collection practices pertaining to non-Federal facilities. It is merely renewing its legal authority to collect that information.

**DATES:** Written comments should be submitted by April 7, 2025.

**ADDRESSES:** Please send written comments:

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

*By email: Non-Federal-Program@faa.gov* (Enter docket number into subject line).

#### FOR FURTHER INFORMATION CONTACT:

Michael Schoen by email at [Michael.J.Schoen@faa.gov](mailto:Michael.J.Schoen@faa.gov); phone (202) 267-9841.

**SUPPLEMENTARY INFORMATION:** The collection involves the compilation of:

- Commissioning data, such as the initial standards and tolerances parameters for the aerial navigation aids (NavAids) and electrical/electronic facilities, owned and operated by non-federal sponsors;
- Maintenance activities and operational history, such as outages and repairs, for facilities owned and operated by non-federal sponsors; and
- The facilities' periodically verified parameters for the life of the facility.

*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 OMB's clearance of this information collection.

*OMB Control Number:* 2120-0014.

*Title:* Procedures for Non-federal Navigation Facilities.

*Form Numbers:* FAA Form 6000-10; FAA Form 6000-8; FAA Form 6030-1.

*Type of Review:* Renewal of an information collection.

*Background:* Title 14 CFR part 171 establishes procedures and requirements for non-federal sponsors, ("non-federal sponsors" refers to entities such as state and local governments, businesses, and private citizens) to purchase, install, operate, and maintain electronic NavAids for use by the flying public, in the National Airspace System (NAS). Part 171 describes procedures for receiving permission to install a facility and requirements to keep it in service. Documenting the initial parameters during commissioning is necessary to have a baseline to reference during future inspections. Another requirement is recording maintenance tasks, removal from service, and any other repairs performed on these facilities in on-site logs to have an accurate history on the performance of the facility. In addition, at each periodic inspection, recording the facilities' current parameters provides performance information for the life of the facility. Records must be kept on site and the FAA must receive copies of the logs.

*Respondents:* Approximately 2,200 non-federal facilities/respondents.

*Frequency:* Information is collected (submitted to FAA Inspectors) on occasion.

*Estimated Average Burden per Response:* 13.72 hours per year.

- Form 6000-10, 1.72 hours per response
- Form 6000-8, 30 minutes per response
- Form 6030-1, 30 minutes per response

*Estimated Total Annual Burden:* Approximately 26,429 hours per year.

Issued in Washington, DC, on January 27, 2025.

**Shelly Beauchamp,**

*Manager, Advanced Systems Design Service Team, NAS Modernization Group, AJW-121, Operations Support Directorate, Technical Operations, Air Traffic Organization, Federal Aviation Administration.*

[FR Doc. 2025-02224 Filed 2-4-25; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[Docket No. FRA-2023-0066]

**Program Approval: Georgia Central Railway, L.P. and Heart of Georgia Railroad, Inc.**

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

**ACTION:** Notice of approval.

**SUMMARY:** FRA is issuing this notice to approve a petition from Georgia Central Railway, L.P. (GC) and Heart of Georgia Railroad, Inc. (HOG) (collectively, Petitioners), subsidiaries of Genesee and Wyoming (G&W), for a Test Program designed to test self-propelled, zero-emission, battery-electric rail vehicles and their associated computer and telemetry technology systems, and to evaluate the effectiveness of the system and new operational approaches to rail vehicle technology in the short-haul movement of containers. The approval grants limited, temporary suspension of certain FRA rules necessary to facilitate the conduct of the Test Program, including an exemption for certain safety appliance laws (collectively, Impacted FRA Safety Standards).

**FOR FURTHER INFORMATION CONTACT:** Matthew Brewer, Staff Director, FRA Engineering and Technology Division, Office of Railroad Safety at (509) 994-1978 or email: [matthew.brewer@dot.gov](mailto:matthew.brewer@dot.gov); or Michael Masci, Senior Attorney Adviser, Office of the Chief Counsel, telephone: (202) 302-7117 or email: [michael.masci@dot.gov](mailto:michael.masci@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

Petitioners' submission (available in docket FRA-2023-0066 at [www.regulations.gov](http://www.regulations.gov)) explains that the proposed Test Program involves a system of novel, self-propelled, zero-emission, battery-electric rail vehicles and their associated computer and telemetry technology systems, manufactured by Parallel Systems, Inc. The vehicle concept consists of a single intermodal container carried by two

autonomous rail vehicles (AVs). Each rail AV is propelled by a battery and traction motor and has the necessary sensors, radios, and computers to be independent. Through hand-held controls or via the dispatch center, the AVs receive instructions to move either individually (e.g., 2 AVs with one container) or with a group of AVs to operate in a platoon.<sup>1</sup> Petitioners note that following testing of the AVs' braking system and other components at a test site owned by MxV Rail, the Program, if approved, would take place in seven phases on a 160-mile segment of track in central Georgia,<sup>2</sup> to progressively test and aim to prove the technology and collect data to support the safety case.

Petitioners state that the goal of the technology is to provide smaller freight railroads an opportunity to meaningfully compete in the short-haul transportation of containers, and the technology would provide public benefits for the environment, the economy, the national highway system, and communities disproportionately impacted by highway movement of containers. Petitioners contend that "safety is an overriding focus of the proposed Program," and Petitioners have developed, and will adhere to, a Pilot Test Safety Plan (Safety Plan), Exhibit C of the submission, to ensure safety during testing. Petitioners explain the "Safety Plan includes protocols for hazard analysis, control, and verification of controls which will be reviewed by six technical working groups who will consider the risks associated with each phase and the necessary actions to mitigate each risk."

Petitioners provide that the Program, detailed in Exhibit B of the submission, "is based on seven phases of tightly structured and closely monitored field testing." The Program would use the "results of testing performed during each phase" "to evaluate the safety of the proceeding phase." The Program would collect "data and service history" and then "evaluate changes in the design of the System, its components, and the relevant operating procedures in support of further testing before any proposed use of the System outside of the Program." The Program includes a structured sequence of test phases to "allow collection and evaluation of the operating data in progressively more complex operating conditions."

<sup>1</sup> The AVs do not couple but rather receive commands to move together.

<sup>2</sup> See Petition Exhibit C, "Testing will take place between mileposts 503 and 577.8 on the [GC] and mileposts 577.8 and 663 on the [HOG], which are two Class III freight railroads that connect directly in Vidalia, GA."

Petitioners emphasize that the priority "of each phase of the Program is to assure safety of railroad employees, other persons and property, and the general public along the railroad lines that will be used for the Program."

Petitioners state that the Program is "designed to evaluate the effectiveness of the system and new operational approaches to rail vehicle technology in the short-haul movement of containers." As described in Exhibit B of the submission, the Program will gather "quantitative and qualitative data" in each phase and evaluate the reliability, compatibility, and cost of operation, along with a safety analysis. Additionally, phase-specific testing objectives are identified in the submission (e.g., to determine if conditions at the test track affect controllability of the vehicle, as well as identify any sources of variation between phases).

The testing is planned in seven phases, with defined success criteria that must be achieved prior to FRA approval to move to the next test phase:

- **Phase 1—Verification of Vehicle Communications, Traction and Braking:** Criteria to move to the next phase include successful validation of all vehicle controls and validation of all field test procedures, communication, and safety protocols.

- **Phase 2—Testing Over a Longer Distance and More Diverse Territory:** Criteria to move to the next phase include successful validation of all vehicle controls throughout the longer distances and more diverse territory, control of the vehicle is fully validated, and confirmation of shunting at a grade crossing.

- **Phase 3—Validation of Remote Capability of Vehicle With Direct Supervision:** Criteria to move to the next phase include successful validation of all vehicle controls over the broader environment, validation of remote monitoring and video links, including back-up when communications fail, and shunting validation over the territory.

- **Phase 4—Testing and Data Gathering With Extended Remote Operations:** Criteria to move to the next phase include final validation of all vehicle controls, validation of remote monitoring and video links, including back-up when there is a communications failure, and shunting validation over the territory.

- **Phase 5—Vehicle Upgrades To Enhance Reliability and Performance (Based on Previous Phases):** Criteria to move to the next phase include re-validation of all vehicle controls, re-validation of remote monitoring and video links, including back-up when