

reasons for so finding or (ii) as to which the Exchange consents, the Commission will:

A. by order approve or disapprove such proposed rule change, or

B. institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-CboeEDGX-2025-035 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.
- All submissions should refer to file number SR-CboeEDGX-2025-035. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All

submissions should refer to file number SR-CboeEDGX-2025-035 and should be submitted on or before July 1, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.³⁵

Stephanie Fouse,

Assistant Secretary.

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SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103186; File No. SR-CboeBZX-2025-053]

Self-Regulatory Organizations; Cboe BZX Exchange, Inc.; Notice of Designation of a Longer Period for Commission Action on a Proposed Rule Change To List and Trade Shares of the Canary SUI ETF Under BZX Rule 14.11(e)(4), Commodity-Based Trust Shares

June 4, 2025.

On April 8, 2025, Cboe BZX Exchange, Inc. ("BZX") filed with the Securities and Exchange Commission ("Commission"), pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 ("Act")¹ and Rule 19b-4 thereunder,² a proposed rule change to list and trade shares of the Canary SUI ETF under BZX Rule 14.11(e)(4), Commodity-Based Trust Shares. The proposed rule change was published for comment in the **Federal Register** on April 25, 2025.³

Section 19(b)(2) of the Act⁴ provides that within 45 days of the publication of notice of the filing of a proposed rule change, or within such longer period up to 90 days as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or as to which the self-regulatory organization consents, the Commission shall either approve the proposed rule change, disapprove the proposed rule change, or institute proceedings to determine whether the proposed rule change should be disapproved. The 45th day after publication of the notice for this proposed rule change is June 9, 2025. The Commission is extending this 45-day time period.

The Commission finds it appropriate to designate a longer period within

which to take action on the proposed rule change so that it has sufficient time to consider the proposed rule change and the issues raised therein.

Accordingly, the Commission, pursuant to Section 19(b)(2) of the Act,⁵ designates July 24, 2025, as the date by which the Commission shall either approve or disapprove, or institute proceedings to determine whether to disapprove, the proposed rule change (File No. SR-CboeBZX-2025-053).

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.⁶

Stephanie Fouse,

Assistant Secretary.

[FR Doc. 2025-10448 Filed 6-9-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-0850]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Remote Identification of Unmanned Aircraft Systems—Application for FAA-Recognized Identification Areas

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 renew an information collection.

DATES: Written comments should be submitted by August 11, 2025.

ADDRESSES: Please send written comments:

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

By mail: Benjamin Walsh, FAA Flight Standards Service, Emerging Technologies Division, AFS-700, 13873 Park Center Road, Suite 475, Herndon, VA 20171.

By fax: 202-267-8233.

FOR FURTHER INFORMATION CONTACT:

Benjamin Walsh by email at: ben.walsh@faa.gov; phone: 703-230-7664 x3275.

SUPPLEMENTARY INFORMATION:

⁵ 15 U.S.C. 78s(b)(2).

⁶ 17 CFR 200.30-3(a)(31).

³⁵ 17 CFR 200.30-3(a)(12).

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

³ See Securities Exchange Act Release No. 102892 (Apr. 21, 2025), 90 FR 17478. The Commission has received no comment letters on the proposed rule change.

⁴ 15 U.S.C. 78s(b)(2).

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: 2120-0784.

Title: Remote Identification of Unmanned Aircraft Systems—Application for FAA-Recognized Identification Areas.

Form Numbers: N/A.

Type of Review: Renewal of an information collection.

Background: The collection involves information required to request establishment of an FAA-recognized Identification Area (FRIA) per the requirements in 14 CFR, section 89.210. The information to be collected will be used to determine compliance with the requirements in section 89.210 (Requests for establishment of an FAA-recognized identification area). The FAA will assess the information provided to determine if a FRIA can be established at the requested location.

FAA-Recognized Identification Areas (FRIAs) are locations where unmanned aircraft can operate without broadcasting remote identification information. FRIAs are established through an online application process where an FAA-recognized Community-Based Organization (CBO) or educational institution submits an online application using the FAA Drone Zone system (faadronezone.faa.gov). The FAA reviews the application and determines whether a FRIA can be approved at the requested location. The locations of approved FRIAs are shown on a map using the FAA UAS Data Delivery System (UDDS) website (<https://udds-faa.opendata.arcgis.com/>). FRIAs are established for a period of 48-months and can be renewed.

The FRIA application includes:

- (1) The name of the CBO or educational institution making the request.
- (2) The name of the individual making the request on behalf of the CBO or educational institution.
- (3) A declaration that the person making the request has the authority to act on behalf of the CBO or educational institution.
- (4) The name and contact information, including telephone number(s), of the

primary point of contact for communications with the FAA.

(5) The physical address of the proposed FRIA.

(6) The geographic boundaries of the proposed FRIA.

(7) If applicable, a copy of any existing FAA letter of agreement regarding the flying site.

(8) Description of the intended purpose of the FRIA and why the proposed FAA-recognized identification area is necessary for that purpose.

(9) Information about the intended usage of the FRIA, including whether the FRIA is located at an existing or new flying site, the type of UAS expected to operate at the FRIA, and the average duration and frequency of UAS flights.

Respondents: Persons authorized to submit an application to establish a FRIA on behalf of an FAA-recognized Community-Based Organization or educational institution.

Frequency: On-occasion, with renewal applications submitted every 48-months.

Estimated Average Burden per Response: 2 Hours per response.

Estimated Total Annual Burden: One response per respondent per year. Approximately 2,008 total responses per year for all respondents for a total annual estimated burden of 4,016 hours.

Issued in Washington, DC, on June 4, 2025.

Joseph Morra,

Manager, Emerging Technologies Division, AFS-700.

[FR Doc. 2025-10459 Filed 6-9-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Operating Limitations at Newark Liberty International Airport, Order Establishing Targeted Scheduling Limits

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

ACTION: Order establishing targeted scheduling limits at Newark Liberty International Airport.

I. Introduction

This Order establishes a reduced targeted scheduling limit on the number of scheduled operations at Newark Liberty International Airport (EWR) reflected in authorized scheduled timings. The Acting Administrator of the Federal Aviation Administration (FAA) is issuing this Order as a result of a persistent number of flights above

capacity at EWR and the delay reduction proceedings. This Order is in the interest of airspace safety and intends to relieve the substantial inconvenience to the traveling public caused by excessive flight delays at the airport due to construction, staffing challenges, and recent equipment issues, which magnify as they spread through the National Airspace System. This Order aims to provide a more efficient use of the nation's airspace and alleviate temporary conditions exacerbating delays at EWR. This Order takes effect on June 6, 2025, and expires on December 31, 2025.

II. Background

The U.S. Government has exclusive sovereignty over the airspace of the United States.¹ Under this broad authority, Congress has delegated to the Administrator extensive and plenary authority to ensure the safety of aircraft and the efficient use of the nation's navigable airspace. In this regard, the Administrator is required to assign the use of navigable airspace by regulation or order under such terms, conditions and limitations as he may deem necessary to ensure its efficient use.² The Administrator may modify or revoke an assignment when required in the public interest.³ Furthermore, in carrying out the Administrator's safety responsibilities under the statute, the Administrator must consider controlling the use of the navigable airspace and regulating civil operations in that airspace in the interest of the safety and efficiency of those operations.⁴

The FAA's statutory authority to manage "the efficient use of airspace" encompasses its management of the nationwide system of air commerce and air traffic control. Ensuring the efficient use of the airspace means that the FAA must take all necessary steps to prevent extreme congestion at an airport from disrupting or adversely affecting the overall air traffic system for which the FAA is responsible. Further, delays at EWR frustrate the efficient operations of air carriers transporting passengers to and from this important region. The impacts of delays at EWR spread throughout the national airspace system (NAS), resulting in substantial economic

¹ 49 U.S.C. 40103.

² 49 U.S.C. 40103(b)(1), as previously codified in 49 U.S.C. App. § 307(a). Title 49 was recodified by Public Law 103-222, 108 Stat. 745 (1994). The textual revisions were not intended to result in substantive changes to the law. The recodification stated that the words in § 307(a) "under such terms, conditions, and limitations as he may deem" were omitted as surplus. H. Rpt. 103-180 (103d Cong., 1st Sess. 1993) at 262.

³ *Id.*

⁴ 49 U.S.C. 40101(d)(4).