

interest requiring SBA's prior written exemption.

Notice is hereby given that any interested person may submit written comments on this transaction within fifteen days of the date of this publication to the Associate Administrator, Office of Investment and Innovation, U.S. Small Business Administration, 409 Third Street SW, Washington, DC 20416.

**Bailey G. DeVries,**

*Associate Administrator, Office of Investment and Innovation, United States Small Business Administration.*

[FR Doc. 2022-22792 Filed 10-19-22; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2022-1356]

#### Recommended Gulfstream GV-Series Standardized Curricula for Operators Delivered by Training Centers

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

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of the Aviation Rulemaking Advisory Committee's (ARAC) recommended Gulfstream GV-series aircraft standardized curricula for certain air carriers and operators. The FAA invites public comment on the recommended curricula.

**DATES:** The FAA must receive comments on these documents by November 9, 2022.

**ADDRESSES:** You may send comments identified by docket number FAA-2022-1356 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://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 <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <https://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:**

Joshua Tarkington, Flight Standards, Air Transportation Division, Training and Simulation Group (AFS-280), [Joshua.Tarkington@faa.gov](mailto:Joshua.Tarkington@faa.gov), (866) 708-3839. Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:** The Standardized Curriculum concept is a voluntary approach to training for title 14 Code of Federal Regulations (14 CFR) part 135 training when provided by part 142 training centers. It provides an efficient means for approving training curricula offered by part 142 training centers while increasing the consistency of training, testing, and checking delivered to part 135 operators with an emphasis on standardization. The Standardized Curriculum concept supports the overarching goals to enhance training and checking and promote safer operational practices and is consistent with applicable regulations. Additional information about standardized curricula is available in Advisory Circular (AC) 142-1, *Standardized Curricula Delivered by Part 142 Training Centers*.

**Discussion**

The FAA tasked the Aviation Rulemaking Advisory Committee (ARAC) in March 2020 with providing advice and recommendations on the most effective ways to achieve standardization (where appropriate) and significant administrative efficiency in check pilot qualification, flight instructor qualification, and part 135 air carrier training curricula delivered by part 142 training centers, known as the Standardized Curriculum concept.

Under ARAC, the Standardized Curriculum concept was tasked to the Training Standardization Working Group (TSWG). TSWG membership includes representatives from training centers, aircraft manufacturers, operators, and aviation industry organizations. The TSWG was tasked to develop and recommend part 135 standardized curricula for each aircraft or series of aircraft, which includes the maneuvers, procedures, and functions to be performed during training and checking.

The TSWG developed a GV-series standardized curricula, which includes recommended GV maneuvers, procedures, and functions to meet the regulatory requirements in part 135. The TSWG submitted the recommended curricula to the ARAC for consideration. The ARAC subsequently approved the curricula and submitted it to FAA for review.

**Comments Invited**

The FAA invites public comments on the TSWG proposed "Standardized Curricula Part 135 Delivered by Part 142 Training Centers, Gulfstream GV-Series." This document can be found at [https://www.faa.gov/regulations\\_policies/rulemaking/committees/documents/media/20220912%20ARAC%20Recommendation%20Report%20-%20TSWG%20GV%20-%20vSent.pdf](https://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/20220912%20ARAC%20Recommendation%20Report%20-%20TSWG%20GV%20-%20vSent.pdf) and supporting documentation can be found at [https://www.faa.gov/regulations\\_policies/rulemaking/committees/documents/media/TSWGG-VSupportingDocumentation.pdf](https://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/TSWGG-VSupportingDocumentation.pdf).

The FAA will consider the public comments submitted during this comment period in finalizing the curricula.

Issued in Washington, DC, on October 13, 2022.

**David Boulter,**

*Acting Associate Administrator, Aviation Safety.*

[FR Doc. 2022-22583 Filed 10-18-22; 11:15 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2022-0154]

#### Agency Information Collection Activities; Renewal of an Approved Information Collection: Commercial Motor Vehicle Marking Requirements

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval. This ICR will enable FMCSA to document the burden associated with the marking regulations, “Marking of Self-Propelled CMVs and Intermodal Equipment.” These regulations require marking of vehicles and intermodal equipment by motor carriers, freight forwarders, and intermodal equipment providers (IEPs) engaging in interstate transportation and motor carriers that transport hazardous materials (HM) in intrastate transportation.

**DATES:** Comments on this notice must be received on or before November 21, 2022.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Stacy Ropp, Compliance Division, DOT, FMCSA, West Building, 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; 609-661-2062; [Stacy.Ropp@dot.gov](mailto:Stacy.Ropp@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Commercial Motor Vehicle Marking Requirements.

*OMB Control Number:* 2126-0054.

*Type of Request:* Renewal of a currently approved ICR.

*Respondents:* Freight-carrying commercial motor carriers, passenger-carrying commercial motor carriers, and intermodal equipment providers.

*Estimated Number of Respondents:* 895,485 total respondents (861,643 freight-carrying motor carriers; 17,167 intrastate hazardous materials transporting motor carriers; 15,114 passenger-carrying motor carriers; and 1,561 IEPs).

*Estimated Time per Response:* 26 minutes [12 minutes to affix USDOT Number + 14 minutes for affixing a carrier’s name].

*Expiration Date:* October 31, 2022.

*Frequency of Response:* On occasion.

*Estimated Total Annual Burden:* 7,196,938 total hours (4,907,276 hours spent by freight-carrying motor carriers; 239,666 hours spent by intrastate

hazardous materials transporting motor carriers; 47,645 hours spent by passenger-carrying motor carriers; and 2,002,351 hours spent by IEPs). All of these entities spent these hours marking their commercial motor vehicles (CMVs) with a USDOT number and motor carrier information.

*Background:*

The Secretary of Transportation (Secretary) is authorized to require marking of vehicles and intermodal equipment by motor carriers, freight forwarders and IEPs engaging in interstate transportation based on the authority of 49 U.S.C. 31133(a)(8) and 31133(a)(10). The Secretary has delegated authority pertaining to the marking of CMVs pursuant to FMCSA at 49 CFR 1.87(f). The Agency’s regulation governing the marking of CMVs is codified at 49 CFR 390.21.

Vehicle marking requirements are intended to ensure that FMCSA, the National Transportation Safety Board, and State safety officials are able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. These marking requirements will also provide the public with beneficial information that could assist in identifying carriers for the purposes of commerce, complaints or emergency notification. The marking requirements apply to motor carriers, freight forwarders, and IEPs engaging in interstate transportation and motor carriers that transport HM in intrastate transportation. The Agency does not require a specific method of marking as long as the marking complies with FMCSA’s regulations. The increase of 6,023,243 estimated annual burden hours (7,196,938 proposed estimated annual burden hours – 1,173,695 approved estimated annual burden hours) is due to adjustments in respondent and response estimates and updated information regarding industry population for all four carrier/entity types.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

**Thomas P. Keane,**

*Associate Administrator, Office of Research and Registration.*

[FR Doc. 2022-22784 Filed 10-19-22; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF THE TREASURY**

**Community Development Financial Institutions Fund; CDFI Target Market Assessment Methodologies**

**ACTION:** Notice and Request for Comment.

**SUMMARY:** The Community Development Financial Institutions Fund (CDFI Fund), Department of the Treasury, requests comments from the public regarding the pre-approved Target Market assessment methodologies that entities applying for Certification as a Community Development Financial Institution (CDFI) may use to assess whether the recipients of an entity’s Financial Products or Financial Services are members of a pre-approved Target Market. Capitalized terms found in this notice are defined in the regulations that govern the CDFI Program.

**DATES:** Written comments must be received on or before December 19, 2022 to be assured of consideration.

**ADDRESSES:** You may submit comments via the Federal eRulemaking Portal: [www.regulations.gov](http://www.regulations.gov). Follow the instructions on the website for submitting comments. In general, all comments will be available for inspection at [www.regulations.gov](http://www.regulations.gov). Comments, including attachments and other supporting materials, are part of the public record. Do not submit any information in your comments or supporting materials that you consider confidential or inappropriate for public disclosure.

**FOR FURTHER INFORMATION CONTACT:** Michelle Dickens, Program Manager, Office of Certification Policy and Evaluation, CDFI Fund, U.S. Department of the Treasury, 1500 Pennsylvania Avenue NW, Washington, DC 20220 or by phone at (202) 653-0300. Other information regarding the CDFI Fund and its programs may be obtained through the CDFI Fund’s website at <http://www.cdfifund.gov>.

**SUPPLEMENTARY INFORMATION:** To be a Certified CDFI, an entity must demonstrate that it serves at least one eligible Target Market (either an Investment Area or a Targeted Population). In addition, it must direct at least 60% of both the number and dollar volume of arm’s-length, on-