

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹⁹

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2025-02618 Filed 2-13-25; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF STATE

[Public Notice 12665]

30-Day Notice of Proposed Information Collection: Application for a U.S. Passport

ACTION: Notice of request for public comment.

SUMMARY: The Department of State has submitted the information collection described below to the Office of Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on these collections from all interested individuals and organizations. The purpose of this Notice is to allow 30 days for public comment.

DATES: The Department will accept comments from the public up to March 17, 2025.

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. Find this information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function. You must include the DS form number, information collection title, and the OMB control number in any correspondence (if applicable). You may send requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to the following email address: Passport-Form-Comments@State.gov. You must include the DS form number and information collection title in the email subject line.

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Application for a U.S. Passport.
- *OMB Control Number:* 1405-0004.
- *Type of Request:* Renewal of a Currently Approved Collection.
- *Originating Office:* Bureau of Consular Affairs, Passport Services, Office of Program Management and Operational Support (CA/PPT/S/PMO).

- *Form Number:* DS-11.
- *Respondents:* Individuals or Households.
- *Estimated Number of Respondents:* 12,669,500.
- *Estimated Number of Responses:* 12,669,500.
- *Average Time per Response:* 85 minutes.
- *Total Estimated Burden Time:* 17,948,460 hours.
- *Frequency:* On occasion.
- *Obligation to Respond:* Required to Obtain or Retain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The Application for a U.S. Passport (form DS-11) solicits data necessary for Passport Services to issue a United States passport (book and/or card format) pursuant to authorities granted to the Secretary of State by 22 U.S.C. 211a *et seq.*, and Executive Order 11295 (August 5, 1966) for the issuance of passports to U.S. nationals. The issuance of U.S. passports requires the determination of identity, nationality, and entitlement with reference to the provisions of Title III of the Immigration and Nationality Act (INA) (8 U.S.C. 1401-1504), the 14th Amendment to the Constitution of the United States, other applicable treaties and laws, and implementing regulations at 22 CFR parts 50 and 51. The specific regulations pertaining to the Application for a U.S. Passport are at 22 CFR 51.20 through 51.28.

Response to Public Comments

There were no comments submitted in response to the 60-day Notice.

Changes Since Last Renewal

In addition to plain language changes and general format changes, the following content changes have been made to the collection:

The Acts or Conditions statement on the form was revised to add an applicant statement, affirming that he or she is not required to register as a sex offender, in accordance with International Megan’s Law (34 U.S.C. 21501 *et seq.*, and 22 U.S.C. 212b). To comply with E.O. 14168, “*Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government*,” the Department updated the form to replace the term “gender” with “sex.” The U.S. Passport conforms with the standards set by the E.O. and the International Civil Aviation Organization, which among other things determine the various fields on the passport’s biographical data page. Consistent with the E.O., the revised DS-11 will request the applicant’s biological sex at birth, male “M” or female “F.” Amendments to the fields and instructions (section 3) have been made to reflect this.

Methodology

Passport Services collects information from U.S. citizens and non-citizen nationals when they complete and submit the Application for a U.S. Passport (form DS-11). Passport applicants can either download the DS-11 from the internet or obtain one from an acceptance facility/passport agency or U.S. embassy/consulate abroad. The form must be completed and executed at an acceptance facility, passport agency, or U.S. embassy/consulate (if abroad), and submitted with evidence of citizenship and identity.

Amanda E. Smith,

Managing Director for Passport Support Operations, Bureau of Consular Affairs, Passport Services, Department of State.

[FR Doc. 2025-02648 Filed 2-13-25; 8:45 am]

BILLING CODE 4710-06-P

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21126]

TBL Group, Inc.—Acquisition of Control—Reston Limousine & Travel Service, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: TBL Group, Inc. (TBL Group), a holding company that owns multiple interstate motor passenger carriers, has filed an application for Board approval

¹⁹ 17 CFR 200.30-3(a)(12).

of its acquisition of an additional federally regulated motor passenger carrier, Reston Limousine & Travel Service, Inc. (Reston). The Board is tentatively approving and authorizing the transaction. If no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by March 31, 2025. If any comments are filed, TBL Group may file a reply by April 15, 2025. If no opposing comments are filed by March 31, 2025, this notice shall be effective on April 1, 2025.

ADDRESSES: Comments, referring to Docket No. MCF 21126, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001. In addition, send one copy of comments to TBL Group's representative: Andrew K. Light, Scopelitis, Garvin, Light, Hanson & Feary, P.C., 10 W Market Street, Suite 1400, Indianapolis, IN 46204.

FOR FURTHER INFORMATION CONTACT: Nathaniel Bawcombe at (202) 245-0376. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: On November 25, 2024, TBL Group filed an application under 49 U.S.C. 14303 and 49 CFR part 1182, for Board approval of its acquisition of Reston, a federally registered motor passenger carrier.

(Appl. 1, 4.) On January 15, 2025, TBL Group filed a supplement to its application, clarifying certain information as requested by the Board.¹

According to the application, TBL Group is a Texas corporation, headquartered at 15734 Aldine Westfield Road, Houston, TX 77032. (*Id.* at 1.) TBL Group asserts it is not a

¹ In Docket No. MCF 21122, TBL Group had sought Board authority to acquire JKS Limousines, LLC (JKS), which, according to prior TBL Group filings, appeared to do business as Windy City Limousine Company, LLC. In a decision served December 20, 2024 in this docket, TBL Group was directed to clarify a possible inconsistency between its voluntary dismissal of its application in Docket No. MCF 21122 and subsequent news reports indicating that TBL Group had indeed acquired Windy City Limousine Company, LLC. In its January 15, 2025 supplement, TBL Group explained that it had determined that the assets it had sought to acquire in Docket No. MCF 21122 were not owned by JKS but by other entities, Windy City Limousine Company, LLC, and Windy City Limousine Manager LLC (together, Windy City Limousine). (Suppl. at 2-3.) TBL Group further explained that it acquired such assets (which are now operated by TBL Group's subsidiary Echo Windy) from Windy City Limousine in September 2024 without Board approval, because at that time Windy City Limousine provided only intrastate service and did not possess interstate passenger motor carrier operating authority. (*Id.* at 4-5.)

federally regulated carrier. (*Id.* at 2.) The application further states that TBL Group controls three interstate passenger motor carriers: GBJ Inc. (GBJ), Echo East Coast Transportation LLC (Echo East Coast), and Echo Tours & Charters, LP. (Echo Tours). (*Id.* at 2-3, Exs. A, B.) TBL Group states that GBJ is a Texas corporation doing business as Echo AFC Transportation and primarily provides charter and shuttle services for companies, non-profits, schools, and tour operators in Houston, Tex., but also provides interstate charter passenger transportation service. (*Id.* at 2.) Echo East Coast is described in the application as a Texas limited liability company primarily providing interstate and intrastate charter services in the area of Jacksonville, Fla. (*Id.* at 3.) Echo Tours is described by TBL Group as a Texas limited partnership doing business as Echo Transportation, that primarily provides charter and shuttle services for companies, non-profits, schools, and tour operators in the metropolitan area of Dallas, Tex., but also provides interstate charter passenger transportation. (*Id.*) TBL Group also asserts in its supplement that it owns one intrastate carrier, Echo Windy City, LLC (Echo Windy),² which does business as Echo Windy City Transportation and provides intrastate charter services in Illinois, primarily in the metropolitan area of Chicago. (Suppl. at 2-3.) The application states that, except for GBJ, Echo East Coast, Echo Tours, and Reston, there are no other affiliated interstate carriers involved in the application. (Appl. at 5; Suppl. at 2-4.)

TBL Group describes Reston as a Virginia corporation that operates as a motor carrier of passengers primarily providing shuttle services under contracts for companies, government agencies, schools/universities, and other organizations. (Appl. at 3.) The application states that Reston also provides general charter services for companies, embassies, government agencies, retail customers, schools/universities, and other organizations for

² In its January 15 supplement, TBL Group states that Echo Windy recently obtained interstate passenger motor carrier authority from the Federal Motor Carrier Safety Administration (FMCSA) but then filed with FMCSA to voluntarily revoke that authority upon being advised that Echo Windy's becoming an interstate carrier under TBL Group's control also would require Board approval pursuant to 49 U.S.C. 14303. (Suppl. at 3.) TBL Group states that Echo Windy was evaluating whether interstate authority would be desirable, and that, if found so, TBL Group would seek appropriate authority from the Board. (*Id.*) Shortly thereafter, on January 21, 2025, TBL Group did in fact file, in Docket No. MCF 21129, an application to control Echo Windy as an interstate carrier, which the Board will address in a separate decision in that docket.

activities such as tours, to/from airport, weddings, athletics, and other group transportation activities. (*Id.* at 3-4.) Reston's primary service area is described as the Washington, DC, metropolitan area, including the federal district and the states of Maryland, Virginia, and West Virginia. (*Id.* at 4.) TBL Group asserts that Reston operates under passenger carrier authority issued by the Maryland Public Service Commission and the passenger carrier authority issued by the Virginia Department of Motor Vehicles, and authority to operate in the Washington, DC, metropolitan area issued by the Washington Metropolitan Area Transit Commission. (*Id.*) TBL Group states that Reston utilizes approximately 12 motor coaches with a seating capacity of up to 54 passengers, 1 school bus with a seating capacity of 16 or more passengers, 112 mini-buses with a seating capacity of 20 to 30 passengers, 3 vans with a seating capacity of 1 to 8 passengers, 35 vans with a seating capacity of 9 to 15 passengers, 1 limousine with a seating capacity of 9 to 15 passengers, 12 sedans, and 8 SUVs. (*Id.*) The application explains that TBL Group contemplates the completion of a transaction (the Contemplated Transaction) whereby TBL Group will acquire all the issued and outstanding equity stock interest of Reston, and Reston will be acquired, owned, and controlled by TBL Group. (*Id.* at 4, 5.)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges resulting from the proposed transaction, and (3) the interest of affected carrier employees. Applicants have submitted the information required by 49 CFR 1182.2, including information demonstrating that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5).

TBL Group asserts that granting the application is not expected to have a material, detrimental impact on the adequacy of transportation services available for the public in the Reston service area. (Appl. 7.) TBL Group anticipates that services available to the public will be improved as operating

efficiencies are realized and additional services and capacity are made available. (*Id.*) TBL Group further states that for the foreseeable future, the services currently provided by Reston will continue to be provided by Reston under the same name used to provide such services prior to the Contemplated Transaction. (*Id.*) TBL Group states in its application that the addition of Reston to its holdings is consistent with the practices within the passenger motor carrier industry of strong, well-managed transportation organizations adapting their corporate structure to operate several different passenger carriers within similar service markets, but in different geographic areas. (*Id.*) TBL Group states that its experience in the same market segments served by Reston, shuttle and charter transportation services, is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale within the TBL Group's affiliates and will help to ensure the provision of adequate service to the public. (*Id.*) TBL Group also asserts the addition of Reston will enhance the viability of TBL Group and TBL Group's affiliates, which will assure the continued availability of adequate passenger transportation service for the public in the areas served by TBL Group's affiliates. (*Id.* at 8.)

TBL Group states that the Contemplated Transaction would increase fixed charges, in the form of interest expense, because funds will be borrowed to assist in the financing of the Contemplated Transaction. (*Id.*) TBL Group asserts that the increase will not impact the provision of transportation services to the public. (*Id.*) TBL Group further asserts that it is the current intention of TBL Group to continue the existing operations of Reston and as such, the Contemplated Transaction is not expected to have substantial impacts on employees or labor conditions. (*Id.*) TBL Group does not expect or contemplate a measurable reduction in force or changes in compensation levels and/or benefits, although staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel. (*Id.*)

Based on TBL Groups' representations, the Board finds that the acquisition as proposed in the application is consistent with the public interest. The application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to

reconsider the application. See 49 CFR 1182.6. If no opposing comments are filed by the expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at www.stb.gov.

It is ordered:

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective on April 1, 2025, unless opposing comments are filed by March 31, 2025. If any comments are filed, TBL Group may file a reply by April 15, 2025.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: February 11, 2025.

By the Board, Board Members Fuchs, Hedlund, Primus, and Schultz.

Brendetta Jones,

Clearance Clerk.

[FR Doc. 2025-02649 Filed 2-13-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Membership in the National Parks Overflights Advisory Group

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

ACTION: Solicitation of applications.

SUMMARY: The Federal Aviation Administration (FAA) and the National Park Service (NPS) invite interested persons to apply to fill two upcoming vacancies on the National Parks Overflights Advisory Group (NPOAG). This notice invites interested persons to apply for the openings. The upcoming openings are for a representative of Native American tribes and a representative of Air Tour Operators.

DATES: Persons interested in these membership openings will need to apply by March 17, 2025.

FOR FURTHER INFORMATION CONTACT: Sandi Fox, Environmental Protection Specialist, FAA Office of Environment and Energy, 800 Independence Ave. SW, Suite 900W, Washington, DC 20591, telephone: (202) 267-0928, email: Sandra.Y.Fox@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181, and subsequently amended in the FAA Modernization and Reform Act of 2012. The Act required the establishment of the advisory group within one year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of representatives of general aviation, commercial air tour operators, environmental concerns, and Native American tribes. The Administrator of the FAA and the Director of NPS (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

In accordance with the Act, the advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

Membership

The current NPOAG is made up of one member representing general aviation, three members representing commercial air tour operators, four members representing environmental concerns, and two members representing Native American tribes. Members serve three-year terms. Current members of the NPOAG are as follows: Murray Huling representing general aviation; Eric Hamp, James Viola, and John Becker representing commercial air