

N.Y., particularly Newburgh and surrounding area. (*Id.*) However, GMCT's charter operations include interstate service to Pennsylvania or Connecticut on rare occasions based on customer needs. (*Id.*) GMCT's fleet consists of approximately eight school buses (1–8 passengers), four school buses (16+ passengers), 28 minibuses (16+ passengers) and five vans (9–15 passengers). (*Id.*) The Applicants also provide details about GMCT's principal place of business, USDOT number, FMCSA docket number, and safety rating. (*Id.*, Ex. A.)

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 that result 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 to demonstrate that the acquisition of GMCT 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 a consecutive 12-month period ending not more than 6 months before the date of the agreement of the parties, *see* 49 CFR 1182.2(a)(5). (*See* Appl. 14–18.)

The application asserts that the proposed transaction will not have a material, detrimental impact on the adequacy of transportation services available to the public. (*Id.* at 14.) The Applicants state that GMCT will continue to provide the same services using the same name for the foreseeable future and anticipate that the services available to the public will improve as a result of the transaction. (*Id.* at 14–15.) The Applicants explain that acquiring control of GMCT will improve operating efficiencies, increase equipment utilization rates, and be more cost effective because of economies of scale and Applicants' experience in the market sectors served by GMCT. (*Id.* at 15.) The Applicants further state that adding GMCT to the Affiliated Regulated Carriers will enhance the viability of the Applicants' organization. (*Id.*) The Applicants assert that these enhancements will help ensure the provision of adequate service to the public. (*Id.*)

The application asserts that the impact of the transaction on the regulated motor carrier industry will be

negligible at most. (*Id.* at 17.) The Applicants state that there is strong demand for school and charter transportation services within GMCT's service area and that demand is projected to grow in the foreseeable future. (*Id.*) The application further states that GMCT faces direct competition from several other national, regional, and local passenger service providers in its service area, including Gallagher Bus Service, First Student, Student Transportation of America, and Orange County Transit. (*Id.*) Although GMCT's customer base and service offerings overlap slightly with those of the Affiliated Regulated Carriers, Applicants argue that neither competition nor the public interest will be affected because the overlap is minimal, the geographic service areas are largely distinct, and GMCT's operating environment is highly competitive. (*Id.* at 18.)

The Applicants concede that the proposed transaction will increase fixed charges in the form of higher interest expenses, explaining that funds will be borrowed to finance the transaction. (*Id.* at 15.) The Applicants state that the increase in fixed charges will not affect the provision of transportation to the public. (*Id.* at 15–16.) Additionally, according to the application, the Applicants do not expect the transaction to have a substantial impact on employees or labor conditions because they intend to continue GMCT's existing operations. (*Id.* at 16.) The Applicants do not anticipate a measurable increase or reduction in GMCT's workforce but acknowledge that staffing redundancies may result in limited downsizing of back-office or managerial-level personnel. (*Id.*) The Applicants do not expect the transaction to result in changes in compensation levels or benefits. (*Id.*)

Based on the Applicants' representations, the Board finds that their proposed acquisition of control of GMCT 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 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 acquisition of control of GMCT 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 November 4, 2025, unless opposing comments are filed by November 3, 2025. If any comments are filed, Applicants may file a reply by November 17, 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.

October 22, 2025.

Decided: September 10, 2025.

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

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2025–17933 Filed 9–16–25; 8:45 am]

BILLING CODE 4915–01–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket Nos. USTR–2025–0004 and USTR–2025–0005]

Request for Public Comments and Notice of Public Hearing Relating to the Operation of the Agreement Between the United States of America, the United Mexican States, and Canada

AGENCY: Office of the United States Trade Representative (USTR).

ACTION: Request for comments and notice of public hearing.

SUMMARY: USTR is commencing a public consultation process in advance of the joint review (Joint Review) of the Agreement between the United States of America, the United Mexican States, and Canada (USMCA or Agreement) on July 1, 2026. As directed by Congress, USTR is seeking public comments on the operation of the Agreement, including on the operation of the North American Competitiveness Committee (Competitiveness Committee) established therein.

DATES:

November 3, 2025 at 11:59 p.m. EST: Deadline for submitting written comments and requests to appear at the hearing. The request to appear must include a summary of testimony.

November 17, 2025: USTR will hold a public hearing in the main hearing room of the U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436, beginning at 10 a.m. If necessary, the hearing may continue the next business day.

Seven calendar days after the last day of the public hearing, at 11:59 p.m. EST: Deadline for submission of post-hearing rebuttal comments.

ADDRESSES: Submit documents in response to this notice, including written comments, hearing appearance requests, and summaries of testimony through the online USTR portal: <https://comments.ustr.gov/s/>.

FOR FURTHER INFORMATION CONTACT: Randall Oliver, Director for Canada, at Randall.T.Oliver@ustr.eop.gov or 202.395.9449, or Braeden Young, Director for Mexico, at Braeden.P.Young@ustr.eop.gov or 202.395.9620.

SUPPLEMENTARY INFORMATION:

I. Background

The USMCA entered into force on July 1, 2020.¹ Article 34.7 of the USMCA provides for the Agreement to terminate 16 years after the date of entry into force, unless each Party confirms that it wishes to continue the Agreement for a new 16-year term. Article 34.7 of the USMCA requires the Free Trade Commission (Commission), which is composed of government representatives of the United States, Mexico, and Canada (collectively, the Parties), to meet on the sixth anniversary of entry into force (*i.e.*, July 1, 2026) to conduct a Joint Review of the operation of the Agreement, evaluate any recommendations for action submitted by a Party, and decide on any appropriate actions. As part of the Commission's Joint Review, each Party must confirm if it wishes to extend the term of the Agreement.² In addition, a Party wishing to make a recommendation for the Commission to take action must do so at least one month before the Joint Review meeting takes place (by June 1, 2026).

Pursuant to Section 611 of the *United States-Mexico-Canada Agreement*

¹ The full text of the USMCA is available at <https://ustr.gov/trade-agreements/free-trade-agreements/united-states-mexico-canada-agreement/agreement-between>.

² See USMCA, art. 34.7 (establishing the Joint Review and process for each Party to confirm its wishes regarding extension of the Agreement).

Implementation Act (19 U.S.C. 4611), prior to the Joint Review, USTR must provide an opportunity to the presentation of views relating to the operation of the USMCA, including a public hearing. To assist USTR as it develops positions and recommendations for the Joint Review, USTR invites interested persons to submit written comments (Part II) or oral testimony (Part III) on matters relevant to the Joint Review.

As part of this process, this notice also invites comments from interested persons on the Competitiveness Committee established under Article 26.1 of the USMCA to develop and implement cooperative activities in support of a strong economic environment that incentivizes production in North America, among other purposes. To date, the Competitiveness Committee has focused on expanding trilateral cooperation on North American workforce development issues and maintaining North American trade flows during emergency situations.³

II. Request for Public Comments

Interested persons must submit written comments using the docket titled "Request for Comments on the Operation of the Agreement between the United States of America, the United Mexican States, and Canada," docket number USTR-2025-0004, using the electronic portal at <https://comments.ustr.gov/s/> and following the instructions in Part IV below. To be assured of consideration, USTR must receive written comments by 11:59 p.m. EST on November 3, 2025. Additional instructions on how to submit written comments are provided below in Part IV.

In particular, this notice invites comments regarding:

- Any aspect of the operation or implementation of the USMCA.
- Any issues of compliance with the Agreement.
- Recommendations for specific actions that USTR should propose ahead of the Joint Review to promote balanced trade, new market access, and alignment on economic security with Mexico and Canada.
- Factors affecting the investment climate in North America and in the

³ See *Decision No. 5 of the Free Trade Commission of the CUSMA, T-MEC, and USMCA ("The Agreement")* (Feb. 2023), <https://ustr.gov/sites/default/files/files/agreements/usmca/DECISION%205%20VI.PDF>; *Addendum to Decision No. 5 of the Free Trade Commission of the CUSMA, T-MEC, and USMCA ("Addendum")* (May 2024), <https://ustr.gov/sites/default/files/Addendum%20to%20USMCA%20FTC%20Decision%20No.%205.pdf>.

territories of each Party, as well as the effectiveness of the USMCA in promoting investment that strengthens U.S. competitiveness, productivity, and technological leadership.

- Strategies for strengthening North American economic security and competitiveness, including collaborative work under the Competitiveness Committee, and cooperation on issues related to non-market policies and practices of other countries.

III. Hearing Participation

USTR will convene a public hearing on November 17, 2025, at 10:00 a.m. EST, in the Main Hearing Room at the U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436. If necessary, the hearing will continue the next business day. Persons wishing to appear at the hearing must provide written notification of their intention and a summary of the proposed testimony by November 3, 2025. Requests to appear must include a summary of testimony, and may be accompanied by a prehearing submission. Remarks at the hearing are limited to five minutes to allow for possible questions. Because the hearing will be public, testimony should not include any business confidential information (BCI).

Small businesses (generally defined by the Small Business Administration as firms with fewer than 500 employees) or organizations representing small business members that submit comments should self-identify as such, so that USTR may be aware of issues of particular interest to small businesses.

Interested persons must submit their request to appear and a summary of the testimony using the docket titled "Request to Appear at the Hearing on the Operation of the Agreement between the United States of America, the United Mexican States, and Canada," docket number USTR-2025-0005, using the electronic portal at <https://comments.ustr.gov/s/> and following the instructions in Part IV below. To be assured of consideration, USTR must receive the request to appear and the summary of testimony by November 3, 2025, by 11:59 p.m. EST.

Post-hearing rebuttal comments, which should be limited to rebutting or supplementing testimony presented at the hearing, may be submitted within seven calendar days after the last day of the public hearing. Rebuttal comments must be submitted to the appropriate docket titled "Request for Comments on the Operation of the Agreement between the United States of America, the United Mexican States, and Canada," docket number USTR-2025-0004, using the

electronic portal at <https://comments.ustr.gov/s/> and following the instructions in Part IV.

IV. Procedures for Written Submissions

To be assured of consideration, submit written comments, requests to appear at the hearing, summaries of testimony, and post-hearing rebuttal comments using the appropriate dockets on the portal at <https://comments.ustr.gov/s/> and as detailed in Parts II and III. All submissions must be in English. You do not need to establish an account to submit comments or a request to testify. The first screen allows you to enter identification and contact information. Third party organizations such as law firms, trade associations, or customs brokers should identify the full legal name of the organization they represent and identify the primary point of contact for the submission. USTR may not consider a comment or request if insufficient information is provided.

You may upload documents and indicate whether USTR should treat the documents as business confidential or public information. Any page containing BCI must be clearly marked "BUSINESS CONFIDENTIAL" on the top of that page and the submission should clearly indicate, via brackets, highlighting, or other means, the specific information that is BCI. If requesting confidential treatment, you must certify in writing that the information would not customarily be released to the public. Interested persons uploading attachments containing BCI also must submit a public version of their comments.

Daniel Watson,

Assistant U.S. Trade Representative for the Western Hemisphere, Office of the United States Trade Representative.

[FR Doc. 2025-18010 Filed 9-16-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA-2025-2928]

Advisory Circular No. 450.169-1A, Launch and Reentry Collision Avoidance Analysis

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

ACTION: Notice of availability, request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is soliciting public comment on its intentions to

revise an existing Advisory Circular (AC) that provides guidance to launch and reentry vehicle operators on how to complete launch and reentry collision avoidance analyses for the purpose of vehicle operator license applications. Specifically, the proposed revisions would clarify that, for certain commercial launch and reentry operations supporting National Aeronautics and Space Administration (NASA) missions, collision avoidance (COLA) analyses may be obtained from two NASA components. The current version of the AC only identifies the 19th Space Defense Squadron (SDS) as an FAA-approved COLA provider.

DATES: Written comments must be received by October 17, 2025.

ADDRESSES: Please send comments identified with "Launch and Reentry Collision Avoidance Analysis," and [Enter docket number] to the email address, 9-ast-asz210-directives@faa.gov.

FAA will consider all comments and recommendations received while developing the final version of the AC. AST will also acknowledge receipt of all comments and recommendations if contact information is provided. The final version will be published on FAA website (www.faa.gov/regulations_policies/advisory_circulars).

Privacy: The Department of Transportation's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477), as well as at DocketsInfo.dot.gov.

FOR FURTHER INFORMATION CONTACT: James Hatt, Space Policy Division Manager, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591-0001; James.A.Hatt@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901 through 50923 ("the Act"), authorizes DOT, and FAA through delegation,¹ to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites as carried out by U.S. citizens or within the United States. The Act's requirements are implemented in parts 400 through 460 of title 14 of the Code of Federal Regulations (14 CFR).

In accordance with the requirements set forth in § 450.169(e), launch and reentry vehicle operators are required to, among other things, obtain for each

launch or reentry a COLA analysis from a Federal entity identified by the FAA, or another entity agreed to by the Administrator.

On August 10, 2023, FAA published an AC, titled "Launch and Reentry Collision Avoidance Analysis" (AC No.: 450.169-1), which provides launch and reentry vehicle operators with guidance pertaining to the COLA analysis requirements. Among other things, the AC specifies that the 19th SDS could be used for the purpose of COLA processing.

FAA is now proposing the issuance of a revised AC (AC No. 450.169-1A) to clarify that, for certain commercial launch and reentry operations supporting NASA missions, COLA analyses may also be obtained from two NASA components. Specifically, for the International Space Station (ISS) and its supporting vehicles, COLA analyses may also be obtained from the Trajectory Operations and Planning Officer (TOPO) at Johnson Space Center, and for NASA robotic missions not involving human space flight, COLA analyses may also be obtained from the Conjunction Assessment Risk Analysis (CARA) program at the Goddard Space Flight Center.

Comments Invited

FAA invites the public to submit comments on the draft AC, as specified in the **ADDRESSES** section. Commenters should include the subject line "Launch and Reentry Collision Avoidance Analysis" and FAA-2025-2928 on all comments submitted to FAA. The most helpful comments will reference a specific portion of the draft document, explain the reason for any recommended change, and include supporting data. Public comments submitted in accordance with the process set forth in this **Federal Register** notice will be considered for the purpose of the final version of this draft AC. However, even following the release of the final version of this draft AC, members of the public will continue to have the ability to submit feedback and suggestions pertaining to the AC in accordance with the process outlined in the AC.

You may examine the draft AC on the agency's public website and in the docket as follows:

- At www.regulations.gov in Docket [enter docket number].
- At the "Commercial Space Draft Advisory Circulars (ACs)" page of the agency's public website, which is located at https://www.faa.gov/space/legislationregulationguidance/draft_docs/ac.

¹ See 49 CFR 1.83(b).