

application, Kaptyn provides premium limousine and black car transportation services and holds interstate passenger motor carrier authority, although the majority of Kaptyn's passenger moves are intrastate. (*Id.* at 7.) Kaptyn's primary service area is the metropolitan area of Clark County, Nev., including Las Vegas. (*Id.*) The application states that Kaptyn utilizes approximately 100 sedans, limousines, and SUVs, two 20-passenger limo mini-buses, and two 31-passenger mini-buses in its operations, and employs approximately 175 personnel. (*Id.*) TBL Group also provides details about Kaptyn's USDOT number, FMCSA docket number, and safety rating. (*Id.*, Ex. A.) According to the application, Kaptyn is owned by Kaptyn Holding Corp. (KHC), a Delaware corporation located in Las Vegas. (*Id.* at 8.) The application states that KHC is a noncarrier and does not control any other interstate passenger motor carriers. (*Id.*)

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. TBL Group has 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 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).

TBL Group does not expect the proposed transaction to have any detrimental impact on the adequacy of transportation services available for the public in Kaptyn's service area. (Appl. 10.) TBL Group anticipates that services available to the public will increase as additional capacity is made available and operating efficiencies are realized. (*Id.*) TBL Group states that after the transaction, Echo Nevada will provide the services currently provided by Kaptyn for the foreseeable future, doing business under the names that Kaptyn used prior to the proposed transaction. (*Id.* at 10–11.) TBL Group asserts that its passenger carrier management capacity and experience in the market segments that Kaptyn serves will lead to improved operating efficiencies,

increased equipment utilization rates, and cost savings derived from economies of scale. (*Id.* at 11.) TBL Group further states that acquiring Kaptyn's assets will enhance the viability of TBL Group and the Affiliated Carriers. (*Id.*) TBL group therefore asserts that the proposed transactions will help ensure the ongoing availability of adequate passenger transportation service to the public. (*Id.*)

TBL Group concedes that the proposed transaction will increase fixed charges in the form of interest expense, explaining that funds will be borrowed to finance the transaction. (*Id.* at 11–12.) However, TBL Group states that the increase in fixed charges will not affect the provision of transportation to the public. (*Id.* at 12.) Additionally, the transaction is not expected to have substantial negative impacts on employees or labor conditions because TBL Group intends to continue Kaptyn's current operations under Echo Nevada. (*Id.*) Although TBL Group acknowledges that staffing redundancies may result in limited downsizing of back office or managerial level personnel, the application states that TBL Group intends for Echo Nevada to offer employment to substantially all of Kaptyn's current employees without any negative changes to compensation levels or benefits. (*Id.*)

TBL Group states that there is strong demand for passenger surface transportation in Kaptyn's service area, with many service options available to passengers. (*Id.* at 13.) According to the application, Kaptyn competes directly with dozens of other car and limousine providers, and also faces competition from charter bus providers, passenger transportation network providers such as Uber and Lyft, and public transportation. (*Id.*) The application asserts that Kaptyn's service area is geographically dispersed from the service areas of the Affiliated Carriers, with no overlap in customer bases. (*Id.*) The application concludes that the impact of the proposed transaction on the regulated motor carrier industry will be minimal at most, and that neither competition nor the public interest will be adversely affected. (*Id.* at 14.)

Based on TBL Group's representations, the Board finds that the transaction 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](http://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 November 15, 2025, unless opposing comments are filed by November 14, 2025. If any comments are filed, TBL Group may file a reply by December 1, 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: September 24, 2025.

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

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2025–18916 Filed 9–29–25; 8:45 am]

**BILLING CODE 4915–01–P**

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## SURFACE TRANSPORTATION BOARD

[Docket No. EP 670 (Sub-No. 1)]

### Notice of Rail Energy Transportation Advisory Committee Meeting

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of Rail Energy Transportation Advisory Committee meeting.

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**SUMMARY:** Notice is hereby given of a meeting of the Rail Energy Transportation Advisory Committee (RETAC), pursuant to the Federal Advisory Committee Act.

**DATES:** The meeting will be held on Thursday, October 30, 2025, at 9:00 a.m. E.T.

**ADDRESSES:** The meeting will be held at the Surface Transportation Board headquarters at 395 E Street SW, Washington, DC 20423.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth McGrath at (202) 748-4566 or [elizabeth.mcgrath@stb.gov](mailto:elizabeth.mcgrath@stb.gov). If you require an accommodation under the Americans with Disabilities Act for this meeting, please call (202) 245-0245 by October 16, 2025.

**SUPPLEMENTARY INFORMATION:** RETAC was formed in 2007 to provide advice and guidance to the Surface Transportation Board (Board), and to serve as a forum for discussion of emerging issues related to the transportation of energy resources by rail. *Establishment of a Rail Energy Transp. Advisory Comm.*, EP 670 (STB served July 17, 2007). The purpose of this meeting is to facilitate discussions regarding issues including rail service, infrastructure planning and development, and effective coordination among suppliers, rail carriers, and users of energy resources. Potential agenda items for this meeting include a rail performance measures review, industry segment updates by RETAC members, and a roundtable discussion.

The meeting, which is open to the public, will be conducted in accordance with the Federal Advisory Committee Act, 5 U.S.C. Chapter 10; Federal Advisory Committee Management regulations, 41 CFR part 102-3; RETAC's charter; and Board procedures. Further communications about this meeting may be announced through the Board's website at [www.stb.gov](http://www.stb.gov).

**Written Comments:** Members of the public may submit written comments to RETAC at any time. Comments should be addressed to RETAC, c/o Elizabeth McGrath, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001 or [elizabeth.mcgrath@stb.gov](mailto:elizabeth.mcgrath@stb.gov). Please submit any comments for review at the October 30, 2025 meeting by October 28, 2025, if possible.

**Authority:** 49 U.S.C. 1321, 11101, and 11121.

**Decided:** September 26, 2025.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2025-18987 Filed 9-29-25; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36884]

### **CWW, LLC—Lease and Operation Exemption—Port of Walla Walla, Wash.**

CWW, LLC d/b/a Columbia-Walla Walla Railway (CWW), a Class III railroad, has filed a verified notice of

exemption pursuant to 49 CFR 1150.41 to lease from the Port of Walla Walla (the Port) and operate approximately 900 feet of track, from the clearance point of a main line switch located at milepost 211.81 of Union Pacific Railroad Company's Ayer Subdivision to a point roughly 900 feet north and east, in Walla Walla County, Wash. (the Line). CWW indicates that the Line does not have mileposts.

According to the verified notice, CWW and the Port have entered into an agreement under which CWW will lease and operate the Line as a common carrier. CWW certifies that the agreement contains no clause or provision that may limit or prohibit interchange with any third-party connecting carrier. According to the verified notice, the agreement will take effect as of the effective date of this notice.

CWW certifies that its annual operating revenue does not and will not as a result of the subject transaction exceed the threshold of a Class I or Class II rail carrier.

The transaction may be consummated on or after October 23, 2025, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than October 16, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36884, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on CWW's representative, Stephen J. Foland, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

According to CWW, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: September 26, 2025.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2025-18981 Filed 9-29-25; 8:45 am]

**BILLING CODE 4915-01-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

[Docket No. FAA-2025-2048]

#### **Agency Information Collection**

**Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection; Certification; Mechanics, Repairman, Parachute Riggers**

**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. The collection involves information from applicants requesting or holding an FAA mechanic, repairman, or parachute rigger certificate, or a mechanic inspection authorization (IA). The information to be collected will be used to determine applicant eligibility for certification or authorization.

**DATES:** Written comments should be submitted by December 1, 2025.

**ADDRESSES:** Please send written comments:

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

*By email:* Tanya Glines,  
[Tanya.glines@faa.gov](mailto:Tanya.glines@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Tanya Glines by email at: [Tanya.glines@faa.gov](mailto:Tanya.glines@faa.gov); phone: 202-380-5896.

#### **SUPPLEMENTARY INFORMATION:**

**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:** 2120-0022.

**Title:** Certification: Mechanics, Repairman, Parachute Riggers.

**Form Numbers:** FAA Form 8610-1, FAA Form 8610-2, FAA Form 8610-3, FAA Form 8610-6.

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