

Notice of these determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:**

Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: [section2459@state.gov](mailto:section2459@state.gov)). The mailing address is U.S. Department of State, L/DP, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

**SUPPLEMENTARY INFORMATION:** The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 574 of March 4, 2025.

**Mary C. Miner,**

*Managing Director for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2025–11854 Filed 6–26–25; 8:45 am]

**BILLING CODE 4710–05–P**

## **SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36839]

### **Cumberland & Knox Railroad, LLC—Modified Certificate of Public Convenience and Necessity**

Cumberland & Knox Railroad, LLC (C&K),<sup>1</sup> a noncarrier, has filed a notice for a modified certificate of public convenience and necessity under 49 CFR part 1150 subpart C—*Modified Certificate of Public Convenience and Necessity*, for C&K to operate a portion of the Rockland Branch, owned by the state of Maine (the State), between milepost 33.79<sup>2</sup> at Brunswick, Me., and milepost 85.91 at Rockland, Me. (the Line).<sup>3</sup>

<sup>1</sup> The notice indicates that C&K is a new entity and an affiliate of Maine Switching Services, LLC, which will provide financial responsibility for C&K obligations until such time as C&K can assume that responsibility. (Notice 2.)

<sup>2</sup> C&K states that CSX Transportation, Inc. (CSXT), has an easement on an adjoining segment, from milepost 28.03 to milepost 33.79. (Notice 3.) According to the notice, C&K and CSXT are discussing the precise interchange location, which is anticipated to be on the adjoining CSXT segment. (*Id.*)

<sup>3</sup> Although the notice describes the Line as a portion of the Rockland Branch, it appears that the segment from milepost 85.55 to milepost 85.91 is part of the Atlantic Branch Line, which is also owned by the State. *See Midcoast Railservice, Inc.—Discontinuance of Serv. Exemption—in Cumberland, Knox, Lincoln, Sagadahoc Cntys., Me.*, AB 1341X (STB served Dec. 3, 2024).

C&K states that the Line was authorized for abandonment by a decision of the Interstate Commerce Commission in Docket No. AB–83 (Sub-No. 8) served on October 10, 1985. According to C&K, the Line was subsequently acquired by the State. (Notice 2.) *See Safe Handling Rail, Inc.—Modified Rail Certificate*, FD 33967 (STB served Dec. 22, 2000).

According to the notice, C&K and the State have entered into an Operating Lease Agreement, dated April 30, 2025,<sup>4</sup> which provides an initial term from April 30, 2025, until December 30, 2030. (Notice 3.)

The Line qualifies for a modified certificate of public convenience and necessity. *See Common Carrier Status of States, State Agencies & Instrumentalities & Pol. Subdivs.*, FD 28990F (ICC served July 16, 1981); 49 CFR 1150.22. C&K states that no subsidy is involved and that there will be no preconditions that shippers must meet to receive service. (Notice 3.) C&K's notice also includes a certificate of liability insurance coverage. (Notice Ex. A.)

This notice will be served on the Association of American Railroads (Car Service Division), as agent for all railroads subscribing to the car-service and car-hire agreement, at 425 Third Street SW, Suite 1000, Washington, DC 20024; and on the American Short Line and Regional Railroad Association at 50 F Street NW, Suite 500, Washington, DC 20001.

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

Decided: June 24, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Tammy Lowery,**

*Clearance Clerk.*

[FR Doc. 2025–11898 Filed 6–26–25; 8:45 am]

**BILLING CODE 4915–01–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

[Docket No. FAA–2025–0578]

#### **Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection**

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

<sup>4</sup> Public and confidential versions of the Lease and Operating Agreement were filed. The confidential versions were submitted under seal concurrently with a motion for protective order, which will be addressed in a separate decision.

**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 **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 8, 2025. The collection involves information collected which will be used by air carriers and by the FAA to adequately target its inspection resources for surveillance and make accurate risk assessments.

**DATES:** Written comments should be submitted by July 28, 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](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Greg Young by email at: [greg.young@faa.gov](mailto:greg.young@faa.gov); phone: 206–231–3737.

**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.

*OMB Control Number:* 2120–0766.

*Title:* Air Carrier Contract Maintenance Requirements.

*Form Numbers:* There are no forms associated with this collection.

*Type of Review:* This is a renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 8, 2025, FR Doc. 2025–05966. Air carrier maintenance has evolved from mostly an “in-house” operation to an extended network of maintenance providers that fulfill contracts with air carriers to perform their aircraft maintenance. Any person performing maintenance for an air carrier must follow the air carrier's maintenance manual. The FAA has found that,