with CSX Transportation, Inc. (CSXT), at approximately right-of-way station 22+57 in Georgiana, Ala., and approximately milepost 581.3 in Andalusia, Ala. (the Georgiana Line), and (2) a 2.64-mile line between a connection with the Georgiana Line at approximately milepost S428+2986 feet and approximately milepost S425+4905 feet, both in Andalusia (the Andalusia Line) (collectively the Lines).[1]

According to the verified notice, GAR will purchase from TNHR the track and rail-related improvements on the Georgiana Line and will assume by assignment TNHR's lease from CSXT for the land underlying the Georgiana Line.[2] GAR further states that it will assume by assignment TNHR's lease of the Andalusia Line from Andalusia & Conecuh Railroad Company (A&C).[3] GAR has agreed in principle with TNHR, CSXT, and A&C on the proposed transaction, under which GAR will replace TNHR as operator and assume the common carrier obligation on the Lines.[4]

This transaction is related to a concurrently filed verified notice of exemption in *Macquarie Infrastructure Partners V GP, LLC—Continuance in Control Exemption—Georgiana & Andalusia Railroad,* Docket No. FD 36880, in which Macquarie Infrastructure Partners V GP, LLC—on behalf of itself and the Macquarie Infrastructure Partners V fund vehicle; MIP V Rail, LLC; Pinsly Holdco, LLC; and Pinsly Railroad Company, LLC—seek to continue in control of GAR upon GAR's becoming a Class III rail carrier.

GAR certifies that the agreement governing the transaction does not include any provision that may limit future interchange with a third-party connecting carrier. GAR also certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and that its projected annual revenue will not exceed $5 million.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. GAR certifies that it has provided a copy of its verified notice of exemption to all customers on the Lines.

The transaction may be consummated on or after October 4, 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 September 26, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36879, 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 GAR's representative, Theodore L. Hunt, Dentons US LLP, 1900 K Street NW, Washington, DC 20006.

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

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

Decided: September 12, 2025.

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

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2025–18113 Filed 9–18–25; 8:45 am]

BILLING CODE 4915–01–P

[1] GAR notes that the verified notice of exemption filed in *Three Notch Railway—Acquisition & Operation Exemption—Three Notch Railroad.,* FD 35488 (STB served Apr. 22, 2011), misstated the length of the Lines as 34 miles. GAR also notes that the mileposts in the 2011 verified notice for the Andalusia Line differ from those here due to the line have been resurveyed. Lastly, GAR notes that the 2011 verified notice referred to Three Notch Railway, L.L.C., as ''TNRW'' and the previous operator, Three Notch Railroad Co., Inc., as ''TNHR.'' GAR states that it refers to the current operator as TNHR to maintain consistency with its transactional documentation.

[2] GAR states that it intends to enter into an agreement with CSXT that will amend and restate the lease immediately upon GAR's acquisition of the track and rail-related improvements from TNHR.

[3] According to GAR, all of these agreements will take effect simultaneously.

[4] The verified notice states that TNHR agrees to GAR's assumption of the common carrier obligation.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Intent To Release Airport Property

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on request to release airport property for non-aeronautical use; Barrow Airport (BRW), Utqiavik, Alaska.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at the Barrow Airport, Utqiavik, Alaska.

DATES: Comments must be received on or before October 20, 2025.

ADDRESSES: Documents are available for review by appointment at the FAA Anchorage Airports Regional Office, Molly Fierro, Compliance Manager, 222 W 7th Avenue, Anchorage, AK. Telephone: (907) 271–5439/Fax: (907) 271–2851 and the Alaska Dept. of Transportation and Public Facilities, 2301 Peger Rd., Fairbanks, AK 99709. Telephone: (907) 451–5201.

Written comments on the Sponsor's request must be delivered or mailed to: Molly Fierro, Compliance Manager, Federal Aviation Administration, Airports Anchorage Regional Office, 222 W 7th Avenue, Anchorage, AK 99513, Telephone Number: (907) 271–5439/ FAX Number: (907) 271–2851.

FOR FURTHER INFORMATION CONTACT: Molly Fierro, Compliance Manager, Federal Aviation Administration, Alaskan Region Airports District Office, 222 W 7th Avenue, Anchorage, AK 99513. Telephone Number: (907) 271–5439/FAX Number: (907) 271–2851.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release all grant obligations for 2.09 acres of airport property at the Barrow Airport (BRW) under the provisions of 49 U.S.C. 47107(h)(2). The Alaska Department of Transportation and Public Facilities has requested from the FAA that a portion of airport property be released from FAA grant obligations to facilitate construction of a community seawall to be maintained by the North Slope Borough. The FAA has determined that the release of the property will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than 30 days after the publication of this notice.

The release of federal obligations for the seawall is being proposed for no fee. The airport will benefit from the seawall and the in-kind benefit is in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

Issued in Anchorage, Alaska, on September 16, 2025.

Katrina Moss,

Acting Director, Alaskan Airports Regional Office FAA, Alaskan Region.

[FR Doc. 2025–18135 Filed 9–18–25; 8:45 am]

BILLING CODE 4910–13–P