

Decided: March 3, 2025.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2025-03631 Filed 3-5-25; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Palm Beach County Park Airport, West Palm Beach, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Palm Beach County for the Palm Beach County Park Airport, under the provisions of the Aviation Safety and Noise Abatement Act and related FAA regulations, are in compliance with applicable requirements.

DATES: The FAA's determination on the Noise Exposure Maps is effective as of February 6, 2025.

FOR FURTHER INFORMATION CONTACT: Amy Reed, Federal Aviation Administration, Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, Florida 32819, (407) 487-7297.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Palm Beach County Park Airport (LNA) are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective February 6, 2025. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act ("the Act"), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval, which sets forth the measures the airport operator has taken

or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Palm Beach County. The documentation that constitutes the "Noise Exposure Maps" as defined in 14 CFR 150.7 includes: 2023 Existing Condition Noise Exposure Map, 2028 Future Condition Noise Exposure Map, Fixed Wing Arrivals map, Fixed Wing Departures map, Non-Jet Fixed Wing Circuit Operations map, Helicopter Operations map, and the Final Noise Exposure Maps and Supporting Documentation Report. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on February 6, 2025.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of the Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under 14 CFR 150.21, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps and report are available for examination by appointment at the following location: Federal Aviation Administration, Orlando Airports District Office, 8427 SouthPark Circle, 5th Floor, Orlando, Florida 32819. The Noise Exposure Maps and report are also available for viewing and download at the airport's website (<https://www.lnapart150.com/lnapart150>).

To arrange an appointment to review the Noise Exposure Maps and report, contact Amy Reed, Federal Aviation Administration, Southern Region/Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819, (407) 487-7297. Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando Airports District Office, Orlando, FL on February 6, 2025.

Juan C. Brown,

Manager, FAA/Orlando Airports District Office.

[FR Doc. 2025-02471 Filed 3-5-25; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2016-0126]

Notice of Petition for Extension of Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that by letter dated December 31, 2024, Capital Metropolitan Transportation Authority (CMTA) petitioned FRA for an extension of relief from certain regulations concerning Stadler G4 vehicles.

DATES: FRA must receive comments on the petition by May 5, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the

SUPPLEMENTARY INFORMATION section of

this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Harold Weisinger, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–0036, email: harold.weisinger@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated December 31, 2024, CMTY petitioned FRA for an extension¹ of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 229 (Railroad Locomotive Safety Standards), 231 (Railroad Safety Appliance Standards), and 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA–2016–0126.

Specifically, CMTY seeks an extension of relief from the following regulations for four Stadler GTW fourth-generation vehicles (201, 202, 203, and 204):

- § 229.47(b)—*Emergency brake valve*
- § 229.71—*Clearance above top of rail*
- § 229.135(b)(4)(xviii) and (xix)—*Event recorders*
- § 231.14(a)(2), (b)–(d), (f), and (g)—*Passenger-train cars without end platforms*
- § 238.305(c)(5)—*Interior calendar day mechanical inspection of passenger cars*
- § 238.309, *Periodic brake equipment maintenance*.

In its petition, CMTY states that the 49 CFR part 238 Alternative Vehicle Technology final rule “will demonstrate to the FRA’s Safety Board an equivalent level of safety and compliance to support the renewal” of the relief.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since

the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by May 5, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2025–03626 Filed 3–5–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2025–0022]

Notice of Petition for Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that by letter received January 8, 2025, Sonoma Marin Area Rail Transit District (SMART) petitioned FRA for relief from certain regulations concerning the clean, oil, test, and stencil (COT&S) requirements of diesel multiple unit (DMU) vehicles.

DATES: FRA must receive comments on the petition by April 7, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Harry Weisinger, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–0036, email: harold.weisinger@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received January 8, 2025, SMART petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 238 (Passenger Equipment Safety Standards). FRA assigned the petition Docket Number FRA–2025–0022.

Specifically, SMART seeks relief from § 238.309(b)(3), *Periodic brake equipment maintenance*, for 18 Nippon Sharyo DMUs equipped with Knorr Brake Company (KBC) KBCT1 air brake systems. SMART requests one-time relief to extend the DMUs’ COT&S intervals from the 1,840 days specified in the regulation to 2,392 days (an additional 18 months), as KBC is experiencing delayed delivery times. SMART states that brake units will not begin being shipping to SMART until late April 2026. To support its request, SMART detailed in its petition the current and future safety measures it will take during the proposed COT&S interval extension.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since

¹ See FRA’s August 16, 2017, decision letter, available at <https://www.regulations.gov/document/FRA-2016-0126-0009>.