

lease and operate approximately 37.26 miles of rail line (the Line) owned by Oklahoma Department of Transportation (ODOT) and Blackwell Industrial Authority (BIA) extending from milepost 0.09 at Wellington, Kan., to milepost 35.35 at Blackwell, Okla., and from milepost 127.0 at Blackwell to milepost 125.0 also at Blackwell.

System represents that: (1) the Line to be operated by LRRC does not connect with either of the railroads in System's corporate family; (2) System's control of LRRC is not part of a series of anticipated transactions that would connect the Line to be operated by LRRC with the rail lines of either carrier in System's corporate family; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Accordingly, because this transaction involves Class III rail carriers only, the Board may not impose labor protective conditions here.

The earliest this transaction may be consummated is March 20, 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 by March 13, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36838, 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 System's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

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

Decided: March 3, 2025.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2025-03630 Filed 3-5-25; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36837]

Land Rush Rail Corporation—Lease and Operation Exemption—Oklahoma Department of Transportation and Blackwell Industrial Authority

Land Rush Rail Corporation (LRRC), a non-carrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease and operate approximately 37.26 miles of rail line (the Line) owned by Oklahoma Department of Transportation (ODOT) and Blackwell Industrial Authority (BIA) extending from milepost 0.09 at Wellington, Kan., to milepost 35.35 at Blackwell, Okla., and from milepost 127.0 at Blackwell to milepost 125.0 also at Blackwell. ODOT owns the segments of the Line extending from milepost 18.32 at Hunnewell, Kan., to milepost 35.35 at Blackwell, and from milepost 127.0 to milepost 126.45 in Blackwell. BIA owns the segments of the Line extending from milepost 0.09 at Wellington to milepost 18.32 at Hunnewell, and from milepost 126.45 to milepost 125.0 in Blackwell.

According to the verified notice, the Line was previously leased to and operated by Blackwell Northern Gateway Railroad Company (BNGR), but on February 3, 2024, the Federal Railroad Administration (FRA) issued an emergency order effectively prohibiting BNGR from continuing to operate the Line. The verified notice explains that ODOT and BIA obtained emergency authority from the Board to allow Chicago, Rock Island & Pacific Railroad, LLC, to address the FRA concerns and operate the Line.¹ LRRC states that ODOT and BIA have now selected LRRC to be the long-term

operator² and the parties have entered into a lease and operating agreement.³

This transaction is related to a concurrently filed verified notice of exemption in *Farmrail System, Inc.—Continuance in Control Exemption—Land Rush Rail Corp.*, Docket No. FD 36838, in which Farmrail System, Inc., seeks to continue in control of LRRC upon LRRC's becoming a Class III rail carrier.

LRRC certifies that its projected annual revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million. LRRC also certifies that no interchange commitments are being imposed on its operations.

The transaction may be consummated on or after March 20, 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 March 13, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36837, 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 LRRC's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to LRRC, 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.

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

² LRRC states that ODOT and BIA had entered into a lease and operating agreement for Oklahoma & Kansas Railroad, LLC (OKRL) to operate as the common carrier service provider for the Line, for which the Board granted authority, *see Okla. & Kan. R.R.—Change of Operator Exemption—Okla. Dep't of Transp. & Blackwell Indus. Auth.*, FD 36811 (STB served Sept. 27, 2024), however, OKRL's authority was never consummated because ODOT and BIA terminated OKRL's lease and operating agreement prior to OKRL's authority becoming effective.

³ LRRC states that it will need to satisfy the conditions set forth in the FRA's emergency order before actually commencing operations.

¹ *See Okla. ex. rel. Okla. Dep't of Transp. & Blackwell Indus. Auth.—Alternative Rail Serv.—Line of Blackwell N. Gateway R.R.*, FD 36762 (STB served March 1, 2024). The emergency authority was later extended until November 26, 2024.

Decided: March 3, 2025.

Jeffrey Herzig,

Clearance Clerk.

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

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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]

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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