

terminated the lease by mutual agreement in August 2007. (*Id.* at 2.) CGR states that, since that date, it has not used the Line to provide common carrier service. (*Id.*) CGR explains that it is seeking discontinuance authority to clear the record and confirm that it does not have a residual common carrier obligation over the Line. (*Id.*)

CGR asserts that, because this proceeding would involve the discontinuance of common carrier service and not abandonment of the Line, the question of whether the Line contains any federally granted rights-of-way is inapplicable. (*Id.* at 1–2.) CGR states that any documentation related to federally granted rights-of-way pertaining to this petition in CGR’s possession will be made promptly available to those requesting it. (*Id.* at 2.)

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by October 18, 2024.

Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate. Because there will be environmental review during any subsequent abandonment, this discontinuance does not require an environmental review. See 49 CFR 1105.6(c)(5), 1105.8(b).

Any offer of financial assistance (OFA) for subsidy under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner.² Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by July 29, 2024, indicating the intent to file an OFA for subsidy and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(1)(i).

All filings in response to this notice must refer to Docket No. AB 1340X and 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 CGR’s representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004. Replies to the petition are due on or before August 8, 2024.

Persons seeking further information concerning discontinuance procedures may contact the Board’s Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–0238 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board’s Office of Environmental Analysis at (202) 245–0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

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

Decided: July 16, 2024.

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

Raina White,

Clearance Clerk.

[FR Doc. 2024–15973 Filed 7–18–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Programmatic Environmental Assessment and Mitigated Finding of No Significant Impact and Record of Decision for Drone Package Delivery in North Carolina

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of the Final Programmatic Environmental Assessment (PEA) and Mitigated Finding of No Significant Impact and Record of Decision (FONSI/ROD) for Drone Package Delivery in North Carolina.

FOR FURTHER INFORMATION CONTACT: For questions concerning this action, contact Nicholas Baker, Environmental Protection Specialist, Unmanned Aircraft Systems Integration Office, Safety & Integration Division, Strategic Programs Branch, AUS–430; telephone 1–202–267–4714; email 9-FAA-Drone-Environmental@faa.gov.

SUPPLEMENTARY INFORMATION: The Final PEA evaluates the potential environmental impacts of Unmanned Aircraft Systems (UAS) package

delivery operations in the state of North Carolina. The proposed action analyzed in the PEA is UAS operators conducting commercial drone package deliveries under 14 Code of Federal Regulations (CFR) part 135 in North Carolina. The North Carolina Department of Transportation is the project proponent.

The Draft PEA was submitted for review pursuant to the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4321 *et seq.*), the Council on Environmental Quality NEPA Implementing Regulations (40 CFR parts 1500–1508), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Section 4(f) of the Department of Transportation Act (49 U.S.C. 303), and section 106 of the National Historic Preservation Act (16 U.S.C. 470) on April 30, 2024. The FAA held a virtual public meeting for the Draft PEA on May 21, 2024. The comment period for the Draft PEA closed on May 30, 2024. The Final PEA includes public comments received during the public comment period and the FAA’s responses.

The Final PEA and Mitigated FONSI/ROD are available to view and download electronically at https://www.faa.gov/uas/advanced_operations/nepa_and_drones/. The documentation is available from any internet access, including from computers freely available at public libraries.

Based on the analysis in the Final PEA, including mitigation measures that may be used to prevent significant noise impacts, the FAA has determined there will not be significant impacts to the human environment. As a result, an Environmental Impact Statement has not been initiated. The FAA intends for this PEA to create efficiencies by establishing a framework that can be used for “tiering,” when appropriate, to project-specific actions that require additional analysis. As decisions on specific applications are made, to the extent additional NEPA analysis is required, environmental review will be conducted to supplement the analysis set forth in this PEA.

Issued in Washington, DC, on July 16, 2024.

Derek W. Hufty,

Manager, General Aviation and Commercial Branch, Emerging Technologies Division, Office of Safety Standards, Flight Standards Service.

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² The filing fee for OFAs can be found at 49 CFR 1002.2(f)(25).