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If the verified notice contains false or misleading information, the exemption is void ab initio.

NSR has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by November 25, 2024. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245. Comments on environmental and historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or interim trail use/railbanking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), NSR shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by NSR's filing of a notice of consummation by November 20, 2025, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: November 14, 2024.

By the Board, Valerie O. Quinn, Acting Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2024-26974 Filed 11-19-24; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice of Airport Development Aid Program (ADAP) and Airport Improvement Program (AIP) Property Release Hillsboro Airport, Hillsboro, Oregon

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Notice of request to release Airport Development Aid Program and Airport Improvement Program Property.

SUMMARY: Notice is being given that the FAA is considering a request from the

Port of Portland, Oregon to waive the ADAP and AIP property requirements and dispose of approximately 15.7 acres of airport property located at Hillsboro Airport, in Hillsboro, Oregon.

DATES: Comments are due within 30 days of the date of the publication of this notice in the **Federal Register**. Emailed comments can be provided to Mr. Tim House, Lead Planner, Seattle Airports District Office, timothy.a.house@faa.gov.

FOR FURTHER INFORMATION CONTACT: Tim House, Lead Planner, Seattle Airports District Office, 2200 S 216 St., Des Moines, WA 98198, timothy.a.house@faa.gov, (206) 231-4248. Documents reflecting this FAA action may be reviewed at the above locations.

SUPPLEMENTARY INFORMATION: The subject property is located north of the airport and separated from the aeronautical area by Evergreen Road. This release will allow the Port of Portland to sell 15.7 acres. The proceeds generated from the proposed release will be utilized for maintenance and capital improvements that support aeronautical activities. The Port of Portland, Oregon will receive not less than fair market value for the property. It has been determined through study that the subject 15.7 acres will not be needed for aeronautical purposes.

Authority: 49.U.S.C. 47153(c).

Issued in Des Moines, Washington on November 14, 2024.

Manson Wong,

Acting Manager, Seattle Airports District Office.

[FR Doc. 2024-27031 Filed 11-19-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on a Request To Release Surplus Property at the Melbourne Orlando International Airport, Melbourne, FL

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Request for public comment.

SUMMARY: Notice is being given that the FAA is considering a request from the City of Melbourne to release 99.575 (+/-) acres at the Melbourne Orlando International Airport, Melbourne, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Melbourne, dated April 20, 1948. The release of property will allow

the City of Melbourne to dispose of the property for non-aeronautical purposes.

DATES: Comments are due on or before December 20, 2024.

ADDRESSES: Documents are available for review at the Melbourne Orlando International Airport, One Airport Terminal Parkway, Melbourne, FL 32901-1864, and the FAA Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819. Written comments on the Sponsor's request must be delivered or mailed to: Marisol Elliott, Community Planner, Orlando Airports District Office, 8427 Southark Circle, Suite 524, Orlando, FL 32819.

FOR FURTHER INFORMATION CONTACT: Marisol Elliott, Community Planner, Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819, (407) 487-7231.

SUPPLEMENTARY INFORMATION: The property is located along West Nasa Boulevard in Melbourne, FL and is currently used as a long-established mobile home community known as Tropical Haven. The parcel is currently depicted on the approved Airport Layout Plan as a non-aeronautical land use. The property will be released of its federal obligations given the land is no longer required by the City of Melbourne for airport purposes. The property will continue as Tropical Haven and will be sold at the Fair Market Value (FMV) which has been determined to be \$44,000,000.00.

Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Revision Date: August 23, 2022.

Rebecca Henry,

Acting Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 2024-27107 Filed 11-19-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0223]

Parts and Accessories Necessary for Safe Operation; Exemption Renewal for Groendyke Transport, Inc.

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of final disposition; renewal of exemption.

SUMMARY: FMCSA announces its final decision to grant an exemption renewal requested by Groendyke Transport, Inc. (Groendyke) to allow the use of an amber brake-activated pulsating lamp on the rear of its trailers in addition to the steady-burning brake lamps required by the Federal Motor Carrier Safety Regulations (FMCSR). FMCSA concludes that renewing the exemption, subject to the terms and conditions set forth below, is likely to achieve a level of safety equivalent to or greater than the level of safety that would be achieved absent the exemption.

DATES: This renewed exemption is effective April 26, 2024, through April 26, 2029.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-9209; MCPSV@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2018-0223/document> and choose the document to review. To view comments, click this notice, then click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b)(2) and 49 CFR 381.300(b) to renew an exemption from the FMCSRs for subsequent periods of up to 5 years if it finds that such exemption would likely maintain a level of safety that is equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305(a)).

III. Background

On June 28, 2024, after review of Groendyke's renewal application, FMCSA published its decision to

provisionally grant a 6-month renewal of the exemption effective April 26, 2024, through October 26, 2024, and requested public comment (89 FR 54147). The comment period closed on July 29, 2024. The Agency did not receive any comments in response to the notice.

IV. Exemption Decision

A. Grant of Exemption

As explained in the notice of provisional renewal, FMCSA believes that renewing the exemption to allow the operation of Groendyke's brake-activated pulsating lamps, under the terms and conditions set forth in this exemption renewal decision, will likely achieve a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption. FMCSA further stated in the provisional renewal that if evidence of insufficient safety was not provided, the Agency anticipated granting a full 5-year exemption when the provisional renewal expired. FMCSA has not received any information that would alter the safety analysis from the June 28, 2024, provisional renewal and, accordingly, adopts the analysis and conclusions in this renewal.

FMCSA renews the exemption for 5 years subject to the terms and conditions of this decision. The exemption from the requirements of 49 CFR 393.25(e) is effective April 26, 2024, through April 26, 2029.

B. Applicability of Exemption

During the exemption period, Groendyke may install or continue to use an amber brake-activated pulsating lamp positioned in the upper center of the rear of its trailers in addition to the steady-burning brake lamps required by the FMCSRs.

C. Terms and Conditions

1. Limitation of Exemption:

- This exemption applies exclusively to CMVs operated by Groendyke Transport, Inc., and does not extend to any other motor carrier.

2. Recurring Data Reporting Requirements:

- Groendyke must provide recurring yearly data submissions to include information on rear-impact crashes and incidents involving a CMV equipped with Groendyke's amber brake-activated pulsating lamps. The first submission is due March 31, 2025, and subsequent submissions are due every 12-months thereafter until the exemption expires or is rescinded.

- The yearly data submissions must be sent via email to FMCSA at MCPSV@dot.gov.

- If Groendyke lacks certain categories of information, alternative information may be discussed with FMCSA and submitted if approved.

3. Data Reporting Requirements for Rear-impact Crashes and Incidents:

- At the end of each 12-month period, Groendyke must submit a report detailing crash rates, vehicle miles traveled, number and type of CMVs operating under the exemption, crash or incident information including the date of each crash or incident, along with the time, location, and a brief description of the event.

- Groendyke must provide any available information indicating malfunction of, or confusion caused by the use of, Groendyke's amber brake-activated pulsating lamps.

4. Meetings:

- Groendyke must meet with FMCSA upon request to answer questions regarding data and information provided under the exemption.

D. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation that conflicts with or is inconsistent with this exemption with respect to a person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

E. Termination

FMCSA does not believe that drivers or CMVs covered by the exemption will experience any deterioration of their safety record. The exemption will be rescinded if: (1) Groendyke or its drivers or CMVs fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

Vincent G. White,

Deputy Administrator.

[FR Doc. 2024-27091 Filed 11-19-24; 8:45 am]

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