

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36749]

Pioneer Rail & Transload Transport of El Reno, Okla., a Division of Pioneer Storage Company, LLC—Operation Exemption—Line in El Reno, Okla.

Pioneer Rail & Transport of El Reno, Okla., a Division of Pioneer Storage Company, LLC (PRTO), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to operate 8,530 feet of existing railroad trackage inside an existing industrial facility in El Reno, Okla. (the Line). The Line contains one milepost, described as 514.5, Oklahoma City, Okla.

According to the verified notice, PRTO currently operates the Line as private track as part of its industrial facility. PRTO states that it plans to convert the Line from private track to a common carrier line of railroad and to provide common carrier switching services for the owner of the facility as well as other customers located or to be located within the facility. PRTO also states that it anticipates entering into an interchange agreement with Union Pacific Railroad Company.

This transaction is related to a concurrently filed verified notice of exemption in *James K. Perry and W. Stinson Dean—Continuance in Control Exemption—Pioneer Rail and Transload of El Reno, Oklahoma, a Division of Pioneer Storage Co. LLC*, Docket No. FD 36752, in which James K. Perry and W. Stinson Dean, noncarriers, seek to continue in control (by majority ownership) of PRTO, through their ownership of Pioneer Storage Company LLC (PSCO), a noncarrier, upon PRTO becoming a common carrier.

PRTO certifies that its annual projected revenues as a result of the transaction will not exceed those that would qualify it as a Class III carrier and will not exceed \$5 million. PRTO also states that the operation agreement does not impose any interchange commitments on PRTO's operations.

The earliest this transaction may be consummated is January 27, 2024, the effective date of the exemption.¹

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

¹ Although PRTO filed its verified notice of exemption on December 21, 2023, this transaction cannot be consummated until the related continuance in control authority in Docket No. FD 36752 becomes effective.

the exemption. Petitions for stay must be filed no later than January 19, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36749, 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 PRTO's representative, Renner Jantz, Legal Counsel, Pioneer Rail & Transload of El Reno, Okla., a Division of Pioneer Storage Company, LLC, 1200 N Grand Ave., El Reno, OK 73036.

According to PRTO, 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: January 9, 2024.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Tammy Lowery,
Clearance Clerk.

[FR Doc. 2024-00572 Filed 1-11-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Availability, Notice of Public Comment Period and Request for Comment on the Draft Environmental Assessment in Support of the Application for a Supersonic Flight Waiver for Boom Technology XB-1 Supersonic Test Flights**

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

ACTION: Notice of availability, notice of public comment period and request for comment.

SUMMARY: This Environmental Assessment (EA) has been prepared to satisfy National Environmental Policy Act (NEPA) requirements (authorization to operate at supersonic speeds). This EA addresses the environmental impacts of proposed supersonic operations within the pre-existing supersonic corridors, as well as the effects of the associated landing and takeoff (LTO) operations at Mojave Air and Space Port. The proposed supersonic flight operations evaluated in this EA would consist of a limited number of test flights (10–20 supersonic

tests of the XB-1 and its chase aircraft) occurring within a one-year duration.

DATES: Comments must be submitted to 9-APL-AEE-NEPA-Comments@faa.gov and received on or before February 2, 2024.

ADDRESSES:

Mail: Comments should be mailed to Ms. Michon Washington at 800 Independence Avenue SW, Suite 900W, Washington, DC 20591. Comments may also be submitted electronically to 9-APL-AEE-NEPA-Comments@faa.gov.

FOR FURTHER INFORMATION CONTACT: For EA questions contact Ms. Michon Washington, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 900W, Washington, DC 20591; phone (202) 267-9310; email michon.washington@faa.gov. For Special Flight Authorization or noise questions, contact Mr. Sandy Liu, General Engineer, Federal Aviation Administration, 800 Independence Avenue SW, Suite 900W, Washington, DC 20591; phone (202) 267-4748; email Sandy.Liu@faa.gov. The Environmental Assessment can be electronically accessed at https://www.faa.gov/about/office_org/headquarters_offices/apl/ae/env_policy/sfa_supersonic.

SUPPLEMENTARY INFORMATION: The FAA is evaluating BOOM's request for a Special Flight Authorization (SFA) waiver under 14 CFR 91.817-818 ("Special flight authorization to exceed Mach 1") that restricts civilian supersonic operations over land in the U.S. Boom plans to operate XB-1 from Mojave Air and Space Port (MHV) subsonically, and only fly supersonically within pre-existing supersonic corridors; thus, Boom is requesting this waiver for limited supersonic flight operations within the confines of the pre-existing supersonic corridors within the R-2508 Airspace Complex that are used for daily military aircraft supersonic testing. The Environmental Assessment complies with Federal Aviation Administration (FAA) Order 1050.1F *Environmental Impacts: Policies and Procedures* and its accompanying Desk Reference as well as U.S. Department of Transportation Order 5610.1C *Procedures for Considering Environmental Impacts*.

The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft PEA. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While