

Description

Application of Trans Continental Airlines, Inc., pursuant to 49 U.S.C. Section 41109(b) and Subpart Q of the Regulations, requests an amendment of its certificate of public convenience and necessity issued by Order 94-8-11 to remove the condition limiting its scheduled air transportation of property and mail, and that its certificate be reissued accordingly.

Paulette V. Twine,

Chief, Documentary Services.

[FR Doc. 97-7998 Filed 3-28-97; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration**Noise Exposure Map Notice, Duluth International Airport, Duluth, MN**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps (NEM) submitted by Duluth Airport Authority for Duluth International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is February 26, 1997.

FOR FURTHER INFORMATION CONTACT: Daniel J. Millenacker, Project Manager, Federal Aviation Administration, Airports District Office, 6020 28th Ave. So., Room No. 102, Minneapolis, MN 55450-2706, (612) 713-4350.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Duluth International Airport are in compliance with applicable requirements of Part 150, effective February 26, 1997.

Under Section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible 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 Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing, noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Duluth Airport Authority. The specific maps under consideration are Figure 10a.—1996 Revised Existing Noise Contours, and Figure 10c.—2001 Revised Future Cast Contours in the NEM submittal dated December 18, 1996. The FAA has determined that these maps for Duluth International Airport are in compliance with applicable requirements. This determination is effective on February 26, 1997. FAA's determination on an 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 FAR Part 150. Such determination does not constitute approval of the applicant'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 103 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 contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 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 Part 150 or through FAA's review of 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 which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on

the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutory-required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
Airports District Office, 6020 28th
Avenue South, Room 102,
Minneapolis, MN 55450-2706;

Duluth Airport Authority, 4701 Airport
Drive, Duluth International Airport,
Duluth, MN 55811

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Minneapolis, Minnesota, on
February 26, 1997.

Franklin D. Benson,

*Manager, Minneapolis Airports District
Office, FAA Great Lakes Region.*

[FR Doc. 97-8110 Filed 3-28-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration**Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of Title 49 CFR Part 236**

Pursuant to Title 49 CFR part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)—No. 3420

Applicant: CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.2

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system, at "SY," milepost A-388.4, near Charleston, South Carolina, on the Yemassee Subdivision, Jacksonville Division, including: conversion of the north end of the No. 5 crossover switch from power to hand operation, discontinuance and removal of 44R signal, and relocation of 44L signal northward.

The reason given for the proposed changes is to improve operations and increase efficiency.

BS-AP-No. 3421*Applicants:*

CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

Norfolk Southern Corporation, Mr. C. M. Golias, Chief Engineer S&E Engineering, 99 Spring Street, SW., Atlanta, Georgia 30303

Belt Railway of Chicago, Mr. J. Q. Anders, Chief Engineer, 6900 South Central Avenue, Bedford Park, Illinois 60638

Chicago Commuter Rail Service Board, Mr. W. P. Kaminski, Director of Signal Engineering, 547 West Jackson Boulevard, Chicago, Illinois 60661

CSX Transportation, Incorporated (CSX), Norfolk Southern Corporation (NS), Belt Railway of Chicago (BRC), and Chicago Commuter Rail Service Board (Metra), jointly seek approval of the proposed modification of 75th Street Interlocker, milepost DC-22.5, Chicago, Illinois, on CSX's Blue Island Subdivision, Chicago Division, involving main tracks of CSX, NS, BRC, and Metra, consisting of the discontinuance and removal of: 11 mechanically operated switch point derails, 7 mechanically operated sliding derails, and 2 automatic signals. The proposed changes are associated with the replacement of the mechanical interlocking machine with a modern facility with overrun protection.

The reason given for the proposed changes is to modernize and remote control the mechanical interlocking facilities.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C., 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on March 21, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 97-8035 Filed 3-28-97; 8:45 am]

BILLING CODE 4910-06-P

Surface Transportation Board

[STB Finance Docket No. 33375]

**Rochester & Southern Railroad, Inc.—
Acquisition and Operation
Exemption—Consolidated Rail
Corporation**

Rochester & Southern Railroad, Inc. (R&S), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate the 0.7-mile line of Consolidated Rail Corporation (Conrail) known as the Rochester Industrial Track (Line Code 4835) between milepost 5.2 and milepost 5.9 in the State of New York. In addition, Conrail will grant incidental overhead trackage rights over the 0.3-mile West Shore Branch (Line Code 4833) between milepost 362.0 and the switch to Conrail's Genesee Junction Yard at milepost 361.7.

The transaction was expected to be consummated on or about March 14, 1997.

If the 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33375, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hocky, Esq., Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

Decided: March 24, 1997.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 97-8066 Filed 3-28-97; 8:45 am]

BILLING CODE 4915-00-M

DEPARTMENT OF THE TREASURY

**Community Development Financial
Institutions Fund; Proposed
Collection; Comment Request**

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Community Development Financial Institutions Fund within the Department of the Treasury is soliciting comments concerning the Bank Enterprise Award Program Application.

DATES: Written comments should be received on or before 60 days after the publication of this notice to be assured of consideration.

ADDRESSES: Direct all written comments to Kirsten S. Moy, Director, Community Development Financial Institutions Fund, Department of the Treasury, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, (202) 622-8662 (this is not a toll-free number).

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the application should be directed to the Community Development Financial Institutions Fund, U.S. Department of the Treasury, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, (202) 622-8662 (this is not a toll-free number).

SUPPLEMENTARY INFORMATION:

Title: Bank Enterprise Award Program Application.

OMB Number: 1505-0153.

Form Number: CDFI-0002.

Abstract: The Bank Enterprise Award Program provides awards to applicants that increase their equity investments in community development financial institutions and/or increase their lending and financial services in distressed communities. The application form will be used by applicants to the Program to apply for Bank Enterprise Awards. The requested information is required by the Bank Enterprise Award Program, 12 CFR part 1806 (specifically 1806.206). The information collected will be used by the Fund to evaluate applications in order to make the awards authorized under the statute (12 U.S.C. 4713) and applicable regulations.

Current Actions: Extension.