

Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on any of the current collections of information in order to: Evaluate the necessity of the collection; the accuracy of the agency's estimate of the burden; the quality, utility, and clarity of the information to be collected; and possible ways to minimize the burden of collection.

Following is a short synopsis of the 1 currently approved public information collection activity which will be submitted to OMB for review and approval.

1.2120-0576, Kansas City Customer Satisfaction Questionnaire. The respondents are 100 general aviation pilots, air taxi operators, airlines, military pilots, and adjacent facilities. The estimated total annual burden is 25 hours. Abstract: The information collected on this form represents customer feedback concerning the quality of service provided to the users of Kansas City ARTCC airspace. This information may be used to solve problems, improve safety, and increase system efficiency.

Issued in Washington, DC, on July 11, 1996.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

[FR Doc. 96-18146 Filed 7-16-96; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-96-34]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's

regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 12, 1996.

Michael E. Chase,

Acting Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 25233

Petitioner: Alaska Air Carriers Association

Sections of the FAR Affected: 14 CFR 43.3(g)

Description of Relief Sought/

Disposition: To extend Exemption No. 4802, as amended, which permits appropriately trained and certificated pilots employed by a member of the Alaska Air Carriers Association (AACA) to remove and reinstall the passenger seats in aircraft that are used by that AACA member in operations conducted under part 135. **Grant, May 31, 1996, Exemption No. 4802F**

Docket No.: 25242

Petitioner: Experimental Aircraft Association

Sections of the FAR Affected: 14 CFR 61.58(c) and 91.5

Description of Relief Sought/

Disposition: To extend Exemption No. 4941, as amended, which permits Experimental Aircraft members to complete an approved training course in lieu of a pilot proficiency check. **Grant, June 20, 1996, Exemption No. 4941D**

Docket No.: 26103

Petitioner: Northwest Seaplanes, Inc.

Sections of the FAR Affected: 14 CFR 135.203(a)(1)

Description of Relief Sought/

Disposition: To permit Northwest Seaplanes, Inc., to conduct operations under visual flight rules (VFR) outside controlled airspace, over water, at an altitude below 500 feet. **Grant, June 11, 1996, Exemption No. 6461**

Docket No.: 26690

Petitioner: AMR Eagle, Inc.

Sections of the FAR Affected: 14 CFR 121.411 (a) (2), (3), and (b)(2); 121.413

(b), (c), and (d); appendix H to part 121; 135.303; 135.337 (a) (2), (3), and (b)(2); and 135.339 (a)(2), (b), and (c)

Description of Relief Sought/

Disposition: To extend and amend Exemption No. 5486, as amended, which permits certain highly qualified AMR Eagle, Inc. (AMR Eagle), or AMR Eagle-affiliated instructor pilots and check airmen to use certain FAA-approved simulators to train and check part 121 and part 135 certificate holder's pilots. The amendment clarifies certain existing conditions and limitations. **Grant, June 7, 1996, Exemption No. 5486B**

Docket No.: 27388

Petitioner: Rockwell International Corporation

Sections of the FAR Affected: 14 CFR 21.195(a)

Description of Relief Sought/

Disposition: To extend Exemption No. 5849, as amended, which permits the North American Aircraft Division of the Rockwell International Corporation to obtain an experimental certificate for its two prototype Model DASA FR-06 Ranger 2000 airplanes, S/N-001 and -003, for the purpose of conducting marketing surveys, sales demonstrations, or customer crew training.

Grant, February 28, 1996, Exemption No. 5849B

Docket No.: 28100

Petitioner: Vector Air Services, Inc.

Sections of the FAR Affected: 14 CFR

121.411 (a) (2) and (3) and (b); 121.413 (b), (c), and (d); and appendix H to part 121

Description of Relief Sought/

Disposition: To permit certain pilot and flight engineer (FE) instructors employed by Vector Air Services, Inc., (VASI) and listed in a part 121 certificate holder's approved training program to act a simulator instructors for that certificate holder under part 121 without those instructors having received ground and program approved under subpart N of part 121. This exemption also permits simulator instructors employed by VASI and listed in a certificate holder's approved training program to serve in advanced simulators without being employed by the certificate holder for 1 year, provided the instructors receive applicable training in accordance with the provisions of this exemption.

Partial Grant, June 3, 1996, Exemption No. 6457

Docket No.: 28392

Petitioner: Aviation Services Unlimited

Sections of the FAR Affected: 14 CFR 65.91(c)(1)

Description of Relief Sought/

Disposition: To allow the petitioner to apply for an inspection authorization (IA) without obtaining the required 3 years of experience.

Denial, June 11, 1996, Exemption No. 6460

Docket No.: 28474

Petitioner: Instone Air Services

Sections of the FAR Affected: 14 CFR 25.857(e) and 25.1447(c)(1)

Description of Relief Sought/

Disposition: To allow the carriage of up to sixteen supernumerary occupants (i.e., animal handlers, or grooms) on the main deck of Boeing Model 747-100/200 cargo aircraft, to attend to live animal cargo.

Partial Grant, June 19, 1996, Exemption No. 6463

Docket No.: 28506

Petitioner: Corporate Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.153(a)

Description of Relief Sought/

Disposition: To permit Corporate Aviation, Inc., to operate one Grumman Gulfstream II (G-11) aircraft (Registration No. N658PC, Serial No. 658) equipped with an alternate system as provided by § 135.153(b), rather than an FAA-approved ground proximity warning system (GPWS), after April 20, 1996.

Denial, June 14, 1996, Exemption No. 6462

[FR Doc. 96-18147 Filed 7-16-96; 8:45 am]

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Surface Transportation Board¹

[STB Finance Docket No. 32974]

Burlington Northern Santa Fe Corporation, BNSF Acquisition Corp., and Burlington Northern Railroad Company—Control—Washington Central Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of acceptance of application.

SUMMARY: On June 17, 1996, the Washington Central Railroad Company (WCRC), the Burlington Northern Santa Fe Corporation (BNSF), the Burlington Northern Railroad Company (BNRR), and BNSF Acquisition Corporation (BNSF Acquisition) filed an application

for BNSF to continue in control of BNSF Acquisition after BNSF Acquisition acquires the stock of WCRC. We accept the application for consideration. We further find that this is a "minor transaction" under 49 CFR 1180.2(c). Finally, we establish an expedited procedural schedule that would provide for the issuance of a final decision approximately 60 days prior to the deadline established for minor transactions in 49 U.S.C. 11325(d).

DATES: Written comments, including comments from the Secretary of Transportation and the Attorney General of the United States, must be filed with the Board no later than August 16, 1996. The Board will issue a service list shortly thereafter. Comments must be served on all parties of record within 10 days after the Board issues the service list. Applicants' reply is due on August 30, 1996. Unless unforeseen issues arise, the Board expects to be able to issue a final decision by October 15, 1996, with an effective date of October 30, 1996.

ADDRESSES: Send pleadings referring to STB Finance Docket No. 32974 to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423; (2) Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Room 5101, 400 Seventh Street, S.W., Washington, DC 20590; (3) Attorney General of the United States, Washington, DC 20530; (4) Kathryn A. Kusske, Mayer, Brown & Platt, 2000 Pennsylvania Avenue, N.W., Suite 6500, Washington, DC 20006; and (5) Mark H. Sidman and Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar, (202) 927-5660. [TDD for hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION:

Applicants seek approval under 49 U.S.C. 11323-25 for BNSF to continue in control of its noncarrier subsidiary BNSF Acquisition after BNSF Acquisition acquires the common stock of, and is subsequently merged with, WCRC. Applicants also seek approval under 49 U.S.C. 11323 for BNRR (controlled indirectly by BNSF) to operate the lines of the current WCRC system after WCRC is acquired by BNSF Acquisition, except for certain lines that will be leased to the Columbia Basin Railroad Company (CBRC).² Authority

for this lease will be sought in a separate proceeding before the Board. Although BNRR will conduct most of WCRC's rail operations, BNSF Acquisition will retain its separate corporate existence.

The applicants allege that this is a "minor transaction" as defined in 49 CFR part 1180, the regulations that implemented former 49 U.S.C. 11343-45. The ICCTA has revised those statutory provisions and reenacted them as 49 U.S.C. 11323-25. The transaction here specifically is subject to 49 U.S.C. 11324(d) because the transaction does not involve the merger or control of two Class I railroads. Section 204(a) of the ICCTA provides that all ICC rules in effect on the date of the enactment of the ICCTA "shall continue in effect according to their terms until modified, terminated, superseded, set aside, or revoked in accordance with law by the Board . . . or operation of law." While the standards and procedures of former sections 11343-45 and current section 11323-25 are substantially similar insofar as minor transactions are concerned, the procedures of current section 11325(d), which applies if the transaction is a minor transaction, differ slightly from those at 49 CFR 1180.4 and shall govern. Otherwise, the use of the regulations at 49 CFR part 1180 for this proceeding appears proper.

Under 49 U.S.C. 11324(d), applying to proceedings that do not involve the merger or control of at least two Class I railroads, the Board shall approve a transaction unless it finds that: (1) the transaction will result in a "substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States"; and (2) "the anticompetitive effects of the transaction outweigh the public interest in meeting significant transportation needs." Addressing the first qualification in section 11324(d), applicants argue that the transaction can have no adverse competitive effects because it would be an end-to-end acquisition, not a parallel acquisition. According to applicants, the transaction would merely result in the reacquisition of connecting track that was previously owned by the BNRR before the track was sold to WCRC in 1986.

Addressing the second qualification in section 11324(d), applicants assert that the transaction will further the public interest in meeting significant transportation needs. BNSF Senior Vice

12.50; and (3) Moses Lake, WA (MP 18.3) to Sieler, WA (MP 5.0). In a separate transaction to be submitted to the Board, CBRC will receive trackage rights from BNRR to provide service between Warden, WA (MP 1976.0) and Othello, WA (MP 1989.0), a distance of approximately 13 miles.

¹ The ICC Termination Act of 1996, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to railroad acquisitions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-25.

² The lines to be leased to CBRC are: (1) Connell, WA (MP 186.9) to Wheeler, WA (MP 147.3); (2) Bassett Junction, WA (MP 0.0) to Schrag, WA (MP