

Approve Draft Report for Ballot; (7) Other Business; (8) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 24, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-27880 Filed 10-29-96; 8:45 am]

BILLING CODE 4810-13-M

Notice of Intent To Rule on Application (#96-02-U-00-ENV) To Use the Revenue From a Passenger Facility Charge (PFC) at Wendover Airport, Submitted by the City of Wendover, Wendover, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposed to rule and invites public comment on the application to use PFC revenue at Wendover Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before November 29, 1996.

ADDRESS: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration, 26805 East 68th Avenue, Suite 224, Denver, CO 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Chris Melville, at the following address: City of Wendover, 345 Airport Apron, P.O. Box 326, Wendover, UT 84083.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Wendover Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258;

Denver Airports District Office, DEN-ADO; Federal Aviation Administration, 26805 East 68th Avenue, Suite 224, Denver CO 80249-6361. The application may be received in person at this location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#96-02-U-00-ENV) to use PFC revenue at Wendover Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 21, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the City of Wendover, Wendover, Utah, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 17, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Actual charge effective date: August 1, 1996

Proposed charge expiration date: January 1, 2019

Total requested for use approval: \$5,555,100.10

Brief description of proposed project: Environmental assessment for new runway 8/26, Update airport layout plan (ALP); Bond preparation work; Construct new runway 8/26.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Wendover Airport.

Issued in Renton, Washington on October 21, 1996.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 96-27875 Filed 10-29-96; 8:45 am]

BILLING CODE 4910-13-M

Cancellation of Technical Standard Orders; Comment Requests

AGENCY: Federal Aviation Administration.

ACTION: Cancellation of Technical Standard Orders (TSOs) C37, C37a, C37b, C38, C38a, C38b; request for comments.

SUMMARY: This is a cancellation of TSOs-C37, Very High Frequency Communications Transmitting Equipment Operating within 118-132 Megacycles, C37a, Very High Frequency Communications Transmitting Equipment Operating within 118-132 Megacycles, C37b, Very High Frequency Communications Transmitting Equipment Operating within 118-136 Megacycles, C38, Very High Frequency Communications Receiving Equipment Operating within 118-132 Megacycles, C38a, Very High Frequency Communications Receiving Equipment Operating within 118-132 Megacycles, and C38b, Very High Frequency Communications Receiving Equipment Operating within 118-136 Megacycles. Cancellation of these TSOs are necessary to comply with a Federal Communications Commission (FCC) Notice, DA 95-2441, "Aircraft Radios to be replaced by January 1, 1997", dated 12/11/95. The FCC ordered that all aircraft operating within the United States airspace using VHF radios with 50 kilohertz or greater channel spacing and a frequency tolerance greater than 30 part per million will no longer be authorized for use in FCC licensed aircraft stations. FCC licensed aircraft stations operating within United States airspace radios must be converted to 25 kilohertz channel spacing and have a frequency tolerance of 30 parts per million or less by January 1, 1997. **EFFECTIVE DATES:** January 1, 1997. Comments for inclusion in the TSO's Docket Files must be received on or before November 29, 1996.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), Technical Programs and Continued Airworthiness Branch (AIR-120), Attention: File No. TSO-C37, C37a, C37b, C38, C38a, and C38b, 800 Independence Avenue, S.W., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546, and FAX Number 202-267-5340.

SUPPLEMENTARY INFORMATION:**Background**

This is a notice cancels of the following TSOs: TSO-C37, Very High Frequency (VHF) Radio Communication Transmitting Equipment Operating Within the Radio Frequency Range of 118-132 Megacycles (For Air Carrier Aircraft), dated 11/1/55, TSO C37a, Very High Frequency (VHF) Radio Communication Transmitting Equipment Operating Within the Radio Frequency Range of 118-132 Megacycles (For Air Carrier Aircraft), dated 9/1/59, TSO C37b, Very High Frequency (VHF) Radio Communication Transmitting Equipment Operating Within the Radio Frequency Range of 118-136 Megacycles, dated 10/22/62, TSO C38, Very High Frequency (VHF) Radio Communication Receiving Equipment Operating Within the Radio Frequency Range of 118-132 Megacycles (For Air Carrier Aircraft), dated 11/1/55, TSO C38a, Very High Frequency (VHF) Radio Communication Receiving Equipment Operating Within the Radio Frequency Range of 118-132 Megacycles (For Air Carrier Aircraft), dated 9/1/59, and TSO C38b, Very High Frequency (VHF) Radio Communication Receiving Equipment Operating Within the Radio Frequency Range of 118-136 Megacycles, dated 10/22/62. This cancellation will insure that future FCC licensed aircraft stations are compliant with FCC Notice DA-95-2441. This action is necessary to increase the number of Air Traffic Control channels available, reduce delays in FAA controlled airspace and to take advantage of newly available aviation frequencies in the 136-137 Megacycles band. The FCC Notice calls out an FCC order whose implementation has been delayed for 13 years. The commission indicated that aircraft stations operating on 50 kilohertz or greater channel spacing and a frequency tolerance greater than 30 parts per million were no longer authorized for use in the 118-137 band. The commission noted that the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association, the General Aviation Manufacturers Association, and the Helicopter Association International wanted the FCC to indefinitely grandfather the use of radios with 50 kilohertz channel spacing and frequency tolerances greater than 30 parts per million. The commission indicated in its notice that adequate time has been granted for all aircraft owners to comply with the order and that no further extensions would be granted. Based on the FCC notice and

referenced order, the FAA must cancel the above mentioned TSOs.

The Cancellation Procedure

The FAA anticipates that this cancellation will not result in adverse or negative comments, and therefore is issuing it without prior opportunity to comments. TSOs C37c, C37d, C38c, and C38d remain in effect and the majority of the manufacturers are producing units under these standards. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will published a document in the Federal Register indicating that no adverse or negative comments were received and confirming that date on which the cancellation become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit a comment, a document withdrawing the cancellation will be published in the Federal Register.

Comments Invited

Although this action is in the form of a final cancellation and not preceded by a notice, comments are invited. Interested persons are invited to comment this cancellation by submitting such written data, views, or arguments as they may desire. Communications should identify the TSO Docket File number and be submitted to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional action would be needed.

Issued in Washington, DC., on October 24, 1996.

John K. McGrath,

Manager, Aircraft Engineering Division,
Aircraft Certification Service.

[FR Doc. 96-27876 Filed 10-29-96; 8:45 am]

BILLING CODE 4910-13-M

Surface Transportation Board

[STB Finance Docket No. 33181]

The Kansas City Southern Railway Company—Trackage Rights Exemption—Illinois Central Railroad Company

Illinois Central Railroad Company (IC) has agreed to grant overhead trackage rights to The Kansas City Southern Railway Company (KCS) on 500 feet of its track near IC milepost 921, at the Lambert Junction Interlocking, New Orleans, LA.

The transaction was scheduled to be consummated on October 21, 1996.

The trackage rights will facilitate economical and efficient operation of KCS's overhead traffic through New Orleans and make more efficient use of IC's and KCS's adjacent trackage.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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 transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33181, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Myles L. Tobin, Esq., Illinois Central Railroad Company, 455 North Cityfront Plaza Drive, Chicago, IL 60611-5504.

Decided: October 22, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-27803 Filed 10-29-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33182]

New Orleans Public Belt Railroad—Trackage Rights Exemption—Illinois Central Railroad Company

Illinois Central Railroad Company has agreed to grant overhead trackage rights to New Orleans Public Belt Railroad