

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.