

**DATES:** Comments must be received on or before October 7, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Philip Brito, Manager, New York Airports District Office, 600 Old Country Road, Room 446, Garden City, New York, 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Alfred E. Werner, Airport Manager for the Town of Islip at the following address: 100 Arrival, Ronkonkoma, New York 11779.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Town of Islip under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Philip Brito, Manager, New York Airports District Office, 600 Old Country Road, Room 446, Garden City, New York, 11530 (Tel 516-227-3803). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Long Island MacArthur Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 20, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Town of Islip 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 November 29, 1996.

The following is a brief overview of the application:

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* January 1, 2006.

*Proposed charge expiration date:* September 1, 2006.

*Total estimated PFC revenue:* \$20,618,823.

*Brief description of proposed projects:*

- Overlay and Repair Runway 33L
- Terminal Roadway Realignment
- Purchase Two Snow Blowers
- Reimbursement for the Purchase of One Snow Blower
- Feasibility Study for an ARFF Training Facility
- Expansion of the Snow Removal Storage Building
- Obstruction Removal
- Asphalt Transient Apron

—Maintenance Vehicle Storage Building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operator Filing FAA form 1800-31

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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port Authority of New York & New Jersey.

Issued in Jamaica, New York state on August 30, 1996.

Thomas Felix,  
*Acting Manager, Planning & Programming Branch.*

[FR Doc. 96-22832 Filed 9-5-96; 8:45 am]

**BILLING CODE 4910-13-M**

## Surface Transportation Board<sup>1</sup>

### [STB Finance Docket No. 33017]

Chicago Rail Link, L.L.C.—Corporate Family Transaction Exemption—Chicago, West Pullman & Southern Railroad, L.L.C.

Chicago Rail Link, L.L.C., (CRL), and Chicago, West Pullman & Southern Railroad, L.L.C. (CWP), both Class III railroads, have jointly filed a verified notice of exemption. The exempt transaction is a merger of CWP into CRL.<sup>2</sup>

The transaction was expected to be consummated on or after the August 15, 1996 effective date of the exemption.

The proposed merger will enhance operating economies, improve service, simplify the corporate structure, and improve the financial viability of the surviving corporation by eliminating costs associated with separate accounting, tax, bookkeeping and reporting functions.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in adverse changes in

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

<sup>2</sup> CRL and CWP are wholly owned subsidiaries of OmniTRAX, Inc., a noncarrier holding company.

service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33017, 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 Karl Morell, Esq., Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Decided: August 29, 1996.

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

Vernon A. Williams,

*Secretary.*

[FR Doc. 96-22782 Filed 9-5-96; 8:45 am]

**BILLING CODE 4915-00-P**

### [STB Finance Docket No. 33043]

#### CSX Transportation, Inc.—Trackage Rights Exemption—Paducah & Louisville Railway, Inc.

Paducah & Louisville Railway, Inc. (P&L), a Class III railroad, has agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT), a Class I railroad, over its trackage beginning west of Madisonville, KY, at P&L milepost 146, and extending eastwardly to just east of Central City, KY, at P&L milepost 122, a total distance of approximately 24 miles of rail line in Hopkins and Muhlenberg Counties, KY.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.