

**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]

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**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