

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 supporting documentation submitted by the Mohave County Airport Authority. The specific maps under consideration are Exhibit 2G, "1996 Aircraft Noise Exposure" and Exhibit 2H "2001 Aircraft Noise Exposure" in the submission. The FAA has determined that these maps for Laughlin/Bullhead International Airport are in compliance with applicable requirements. This determination is effective on July 9, 1996. FAA's acceptance of 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 acceptance 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 FAR Part 150 or through FAA's review of the 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, 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, 800 Independence Avenue, SW., Room 617, Washington, D.C. 20591
Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261

Mr. Norm Hicks, Executive Director, Laughlin/Bullhead International Airport, 2750 Locust Boulevard, Bullhead City, Arizona 86430

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on July 9, 1996.

Robert C. Bloom,
Acting Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 96-18549 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M

Proposed Revisions of the San Francisco Class B Airspace Area, and the Oakland and San Jose Class C Airspace Areas, CA; Public Meetings

AGENCY: Federal Aviation Administration (FAA).

ACTION: Notice of public meeting.

SUMMARY: This notice announces several fact-finding informal airspace meetings to solicit information from airspace users, and others, concerning proposals to revise the Class B airspace at San Francisco, CA, and the Class C airspace at Oakland and San Jose, CA. The purpose of these meetings is to provide interested parties the opportunity to present views, recommendations, and comments on these proposals. All comments received during the meetings will be considered prior to any revisions or issuances of notices of proposed rulemaking.

DATES: The informal airspace meetings will be held on Wednesday, September 4, 1996, Tuesday, September 10, 1996, September 17, 1996, and Tuesday, September 24, 1996, starting at 7:00 p.m. Comments must be received on or before November 25, 1996.

Date: September 4, 1996.

Place: San Jose City Counsel Chambers, 801 N. First Street, 2nd Floor, San Jose, CA.

Date: September 10, 1996.

Place: Holiday Inn Concord, 1050 Burnett Ave., Concord, CA.

Date: September 17, 1996.

Place: U.S. Coast Guard, Gresham Hall, Building 4, Alameda, CA.

Date: September 24, 1996.

Place: Lucaessi Park, 320 N. McDowell Blvd., Petaluma, CA.

COMMENTS: Send or deliver comments on the proposal in triplicate to: Manager, Air Traffic Division, AWP-500, Federal Aviation Administration, P.O. Box 92007, World Postal Center, Los Angeles, CA 90009.

FOR FURTHER INFORMATION CONTACT: William Buck, Air Traffic Division, AWP-530, FAA, Western-Pacific Regional Office, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

The following procedures will be used to facilitate the meetings:

(a) The meetings will be informal in nature and will be conducted by a representative of the FAA Western-Pacific Region. Representative from the FAA will present a formal briefing on the proposed revisions of the Class B and Class C airspace areas. Each participant will be given an opportunity to deliver comments or make a presentation.

(b) The meetings will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter.

(d) The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel.

(e) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants wishing to submit handout material should present *three* copies to the presiding officer. These should be additional copies of each handout available for other attendees.

(f) The meetings will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

Agenda for the Meetings

Opening Remarks and Discussion of Meeting Procedures.

Briefing on Background for Proposals. Public Presentations.

Closing Comments.

Issued in Washington, DC, on July 15, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-18550 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M

Surface Transportation Board¹**[STB Finance Docket No. 32992]****Varlen Corporation—Acquisition of Control Exemption—Commonwealth Railway, Inc., Carolina Coastal Railway, Inc., and Talleyrand Terminal Railroad Company, Inc.**

Varlen Corporation (Varlen), a noncarrier, has filed a notice of exemption to acquire control of Commonwealth Railway, Inc. (CRI), Carolina Coastal Railway, Inc. (CCR), and Talleyrand Terminal Railroad Company, Inc. (TTR), through its acquisition pursuant to the anticipated success of a tender offer for a controlling percentage of the stock of Brenco, Incorporated (Brenco), a noncarrier, and, indirectly, its wholly owned subsidiary Rail Link, Inc., which is the parent noncarrier holding company of CRI, CCR, and TTR. Following a successful tender offer, Brenco would be merged with BAS, Inc. (BAS),² an existing, wholly owned subsidiary of Varlen. The transaction was to be consummated on or after the July 3, 1996 effective date of the exemption.

Varlen states that: (1) these railroads do not connect with each other; (2) the acquisition of control is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

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 railroad carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 32992, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Kelvin J. Dowd, Slover & Loftus, 1224 Seventeenth Street, NW, Washington, DC 20036.

Decided: July 12, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-18519 Filed 7-19-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY**Submission for OMB Review; Comment Request**

July 16, 1996.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Customs Service (CUS)

OMB Number: 1515-0051.

Form Number: CF 7523.

Type of Review: Extension.

Title: Entry and Manifest of Merchandise Free of Duty, Carrier's Certificate and Release.

Description: Customs Form 7523 is used by carriers and importers as a manifest for the entry of merchandise free of duty under certain conditions and by Customs to authorize the entry of such merchandise. It is also used by carriers to show that the articles being imported are to be released to the importer or consignee.

Respondents: Business or other for-profit, Not-for-profit institutions.

Estimated Number of Respondents: 4,950.

Estimated Burden Hours Per Respondents: 5 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 8,247 hours.

OMB Number: 1515-0181.

Form Number: None.

Type of Review: Extension.

Title: Line Release Regulations.

Description: Line release was developed to release and track high volume and repetitive shipments using bar code technology and PCS. An application is submitted to Customs by the filer and a common commodity classification code (C4) is assigned to the application.

Respondents: Not-for-profit institutions.

Estimated Number of Respondents: 257.

Estimated Burden Hours Per Respondent: 15 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 6,425 hours.

Clearance Officer: J. Edgar Nichols (202) 927-1426, U.S. Customs Service, Printing and Records Management Branch, Room 6216, 1301 Constitution Avenue, NW., Washington, DC 20229.

OMB Reviewer: Milo Sunderhauf (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 96-18520 Filed 7-19-96; 8:45 am]

BILLING CODE 4820-02-P

¹ 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.

² BAS is not a rail carrier and does not control any rail carriers.