

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)
Dated: February 9, 1996.
Donald A. Christensen,
Associate Administrator for Investment.
[FR Doc. 96-3651 Filed 2-16-96; 8:45 am]
BILLING CODE 8025-01-P

DEPARTMENT OF STATE

[Public Notice No. 2330]

Shipping Coordinating Committee, Subcommittee on Safety of Life at Sea and Associated Bodies Working Group on Stability and Load Lines and on Fishing Vessels Safety; Notice of Meeting

The Working Group on Stability and Load Lines and on Fishing Vessels Safety of the Subcommittee on Safety of Life at Sea will conduct an open meeting at 9 a.m. on Thursday, February 29, 1996, in Room 4315, at U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. This meeting will discuss the upcoming 40th Session of the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF) and associated bodies of the International Maritime Organization (IMO) which will be held on September 2-6, 1996, at the IMO Headquarters in London, England.

Items of discussion will include the following:

- a. The role of human factors in marine casualties;
- b. Harmonization of probabilistic damage stability provisions for all ship types;
- c. Technical revisions to the 1966 Load Line Convention;
- d. Safety aspects of ballast water exchange;
- e. Ro-ro passenger vessel safety.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing: Mr. Paul Cojeen or Mr. Jaideep Sirkar, U.S. Coast Guard Headquarters, Commandant (G-MMS-2), Room 1308, 2100 Second Street, SW., Washington, DC 20593-0001 or by calling: (202) 267-2988.

Dated: February 6, 1996.
Charles A. Mast,
Chairman, Shipping Coordinating Committee.
[FR Doc. 96-3622 Filed 2-16-96; 8:45 am]
BILLING CODE 4710-07-M

[Public Notice No. 2331]

Shipping Coordinating Committee, Subcommittee on Safety of Life at Sea and Associated Bodies Working Group on Flag State Implementation; Notice of Meeting

The Working Group on Flag State Implementation (FEI) of the Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting on March 8, 1996, at 1:00 p.m. in Room 2415 at Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC.

This will be the fourth meeting of this Working Group following establishment of the FSI Subcommittee. The purpose of the subcommittee is to identify ways to ensure effective and consistent global implementation of International Maritime Organization (IMO) instruments. At this meeting, the U.S. position on documents submitted for consideration at the fourth session of the FSI Subcommittee, scheduled for March 18-22, 1996, will be discussed.

Specific topics will include: casualty statistics and investigations, the role of the human element in maritime safety, port state control, flag state guidelines, measures to encourage compliance, and technical assistance.

Members of the public may request any of the documents relating to FSI 4. Members of the public may attend this meeting up to the seating capacity of the room.

For further information on this FSI Working Group meeting, contact Mr. Walter D. Rabe at (202) 267-1430, U.S. Coast Guard Headquarters (G-MAO-1), 2100 Second Street, SW, Washington, DC 20593-0001.

Dated: February 6, 1996.
Charles A. Mast,
Chairman, Shipping Coordinating Committee.
[FR Doc. 96-3623 Filed 2-16-96; 8:45 am]
BILLING CODE 4710-07-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Termination of Review of Noise Compatibility Program; Kenosha Regional Airport, Kenosha, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces it has terminated its review of the noise compatibility program, at the request of the City of Kenosha, under the provisions of Title I of the Aviation

Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150.

EFFECTIVE DATE: The effective date of the FAA's termination of its review of the Kenosha Regional Airport noise compatibility program is February 1, 1996.

FOR FURTHER INFORMATION CONTACT: John M. Dougherty, Federal Aviation Administration, Airports District Office, Room 102, 6020 28th Avenue South, Minneapolis, Minnesota 55450, (612) 725-4362.

SUPPLEMENTARY INFORMATION: On September 27, 1995, the FAA determined that the noise exposure maps submitted by the City of Kenosha were in compliance with applicable requirements and began its review of the noise compatibility program. On January 25, 1996, the City of Kenosha requested that FAA suspend its review and processing of the noise compatibility program pending reexamination of some elements of the program as recommended by Kenosha's Airport Study Committee. When the FAA has received revised documentation, FAA will reissue appropriate notice establishing new review and approval periods in accordance with section 150.33(e) of 14 CFR Part 150.

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

Issued in Minneapolis, Minnesota on February 1, 1996.
Franklin D. Benson,
Manager, Minneapolis Airports District Office, FAA Great Lakes Region.
[FR Doc. 96-3729 Filed 2-16-96; 8:45 am]
BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Houghton County Memorial Airport, Hancock, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Houghton County Memorial Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 21, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Sandra D. LaMothe, Airport Manager, of the Houghton County Airport Committee at the following address: Route 1, Box 94, Calumet, Michigan 49913.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Houghton County Airport Committee under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). 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 impose and use the revenue from a PFC at Houghton County Memorial Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 18, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Houghton County Airport Committee 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 March 27, 1996.

The following is a brief overview of the application.

PFC Application No.: 96-04-C-00-CMX.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1996.

Proposed charge expiration date: December 31, 1997.

Total estimated PFC revenue: \$73,895.00.

Brief description of proposed project(s): Rehabilitate airport rescue fire fighting track vehicle; Rehabilitate airport electrical vault; Airport boundary survey and monumentation, Update existing Exhibit "A" Property Map; PFC Administration.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

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

Issued in Des Plaines, Illinois, on February 12, 1996.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 96-3728 Filed 2-16-96; 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 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)—No. 3380

Applicant: Twin Cities and Western Railroad Company, Mr. William F. Drusch, President, 2925—12th Street East, Glencoe, Minnesota 55336

The Twin Cities and Western Railroad Company (TCW) seeks approval of the proposed discontinuance and removal of the traffic control signal system (TCS), on the single main track, between Glencoe, Minnesota, milepost 466.9 and Tower E-14, near Hopkins, Minnesota, milepost 435.0, a distance of approximately 32 miles, and operate trains by track warrant control.

The reason given for the proposed changes is that the character of the former Milwaukee Road trackage has changed substantially since the installation of the TCS, with the present traffic density and 30 mph maximum authorized speed, TCS is no longer required for safe operation.

BS-AP—No. 3381

Applicant: Central Oregon and Pacific Railroad, Mr. George LaValley, General Manager, P.O. Box 10831416 Dodge Street, Room 1000, Roseburg, Oregon 97401

The Central Oregon and Pacific Railroad seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Ashland, Oregon, milepost 429.1 and Glendale, Oregon, milepost 510, on the Siskiyou Line, a distance of approximately 81 miles.

The reason given for the proposed changes is that current traffic and the maximum authorized speed of 25 mph do not justify continuation of the automatic block signal system.

BS-AP—No. 3382

Applicant: Central Oregon and Pacific Railroad, Mr. George LaValley, General Manager, P.O. Box 10831416 Dodge Street, Room 1000, Roseburg, Oregon 97401

The Central Oregon and Pacific Railroad seeks approval of the proposed discontinuance and removal of the automatic block 4 signal system, on the single main track, between Cornutt, Oregon, milepost 538.8 and Springfield Junction, Oregon, milepost 644.3, on the Siskiyou Line, a distance of approximately 105.5 miles.

The reason given for the proposed changes is that current traffic and the maximum authorized speed of 25 mph do not justify continuation of the automatic block signal system.

BS-AP—No. 3383

Applicant: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410

Consolidated Rail Corporation (Conrail), seeks approval of the proposed discontinuance and removal of the traffic control signal system, on the single main track Carman Branch, between Conrail's Chicago Line, "CP-156", milepost 0.0, near Carman, New York and Conrail's Selkirk Branch, "CP-SH", milepost 3.7, near Schenectady, New York, Albany Division. The proposed changes consist of the removal of intermediate signals 18E and 18W, and redesignation of the track to the Carman Running Track.

The reason given for the proposed changes is to retire facilities no longer required for present operation.

BS-AP—No. 3384

Applicant: Montana Rail Link, Incorporated, Mr. Richard L. Keller, Chief Engineer, P. O. Box 8779, Missoula, Montana 59807

The Montana Rail Link, Incorporated seeks approval of the proposed modification of the traffic control signal system, on the single main track,