

of the community concerns cited by the Board in its amendment, the FAA has no assurance that the project will be implemented until the community involvement and all other concerns associated with the ongoing master plan update are addressed. Therefore, the FAA is disapproving this project at this time.

Brief Description of Project

Withdrawn: Runway safety project.

Determination: This project was withdrawn by the Jackson Hole Airport Board by letter dated October 25, 1994.

Decision Date: January 25, 1995.

For Further Information Contact:

Philip Braden, Denver Airports District Office, (303) 286-5530.

Public Agency: Charlottesville-Albermarle Airport Authority, Charlottesville, Virginia.

Application Number: 94-05-I-00-CHO.

Application Type: Impose PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$1,524,300.

Charge Effective Date: April 1, 1995.

Estimated Charge Expiration Date: April 1, 1999.

Classes of Air Carriers Not Required To Collect PFC's: (1) Air taxi/commercial operators filing FAA Form 1800-31 and (2) foreign air carriers.

Determination: Approved. Based on information submitted in the Charlottesville-Albermarle Airport Authority's application, the FAA has determined that each proposed class accounts for less than 1 percent of the Charlottesville-Albermarle Airport's total annual enplanements.

Brief Description of Projects Approved for Collection Only:

Acquire snow blower and broom, Snow loader/plow, Overlay runway 3-21, Runway deicing vehicle, Aircraft rescue and firefighting vehicle, Extend runway 3, safety area.

Decision Date: January 26, 1995.

For Further Information Contact:

Robert Mendez, Washington Airports District Office, (703) 285-2570.

Public Agency: Sarasota Manatee Airport Authority, Sarasota, Florida.

Application Number: 95-02-U-00-SRQ.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$38,715,000.

Charge Effective Date: September 1, 1992.

Estimated Charge Expiration Date: September 1, 2005.

Class of Air Carriers Not Required To Collect PFC's: The Sarasota Manatee Airport Authority has previously been approved to exclude air taxi/commercial operators filing FAA Form 1800-31.

Determination: No change from previously approved application.

Brief Description of Projects Approved for Use:

Federal Aviation Regulations Part 150 program funding, Environmental assessment, Runway protection zone land acquisition, Rehabilitate taxiway "A", Rehabilitate taxiway "F" (formerly taxiway "I").

Decision Date: January 31, 1995.

For Further Information Contact: Peggy Jones, Orlando Airports District Office, (407) 648-6582.

AMENDMENTS TO PFC APPROVALS

Amendment No.: City, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Estimated charge exp. date	Amended estimated charge exp. date
92-01-C-01-TWF, Twin Falls, ID	01/09/95	\$310,500	\$270,000	05/01/98	05/01/98
93-02-U-01-TUL, Tulsa, OK	12/06/94	\$14,818,000	\$8,450,000	08/01/94	03/01/96

Issued in Washington, D.C. on March 7, 1995.

Kendall L. Ball,

Passenger Facility Charge Branch.

[FR Doc. 95-6276 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: City of Charlottesville and Albemarle County, VA

AGENCY: Federal Highway Administration, DOT.

ACTION: Cancellation of the Notice of Intent.

SUMMARY: This notice rescinds the previous Notice of Intent issued on October 3, 1984, to prepare an environmental impact statement for a proposal to provide a four-lane divided facility from the intersection of existing McIntire Road and Preston Avenue to an intersection with Rio Road. The proposed highway project involved in part the upgrading of an existing two-

lane facility to a four-lane divided roadway. The remaining part of the proposed highway project called for a four-lane facility on new location.

FOR FURTHER INFORMATION CONTACT:

Mr. Bruce Turner, Transportation Planner, Federal Highway Administration, 1504 Santa Rosa Road, Suite 205, Richmond, Virginia 23229, Telephone (804) 281-5111.

SUPPLEMENTARY INFORMATION: When the Notice of Intent was published, there was reason to believe that one or more of the alternatives might significantly affect the environment. However, after conducting exhaustive environmental studies of all the alternatives under consideration, documenting this information in a draft Environmental Impact Statement, circulating the draft EIS for comment, and holding the location public hearing, a reduced alternative without any significant environmental impacts was selected to meet the proposed project's purpose and need.

Therefore, in accordance with Federal regulations, the selected alternative is

considered a Class III Action, and the assessment of the environmental impacts will be finalized and documented with an Environmental Assessment.

J. Bruce Turner,

Transportation Planner, Richmond, Virginia.

[FR Doc. 95-6182 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of 49 CFR Part 236

Pursuant to 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. 3340

Applicants: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410; Norfolk Southern Railway Company, Mr. J. W. Smith, Chief Engineer—C&S, Communication and Signal Department, 99 Spring Street, S.W., Atlanta, Georgia 30303.

The Consolidated Rail Corporation (Conrail) and Norfolk Southern Railway Company jointly seek approval of the proposed discontinuance and removal of "Hager" Interlocking, milepost 74.8, at Hagerstown, Maryland, Conrail's Harrisburg Division. The proposed changes consist of the discontinuance and removal of the power-operated derail and two interlocking signals, associated with track reconfiguration and installation of a traffic control system on the No. 1 Running Track between milepost 74.8 and "Town" Interlocking, milepost 73.7.

The reasons given for the proposed changes is to retire facilities no longer required for present operation while upgrading the signal system and improving train operations in the area.

BS-AP—No. 3341

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 9401 Indian Creek Parkway, Overland Park, Kansas 66210-9136.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the automatic block signal system on the single main track, between Singleton, milepost 130.0 and Iola, milepost 147.0, Texas, and between Corsicana, milepost 242.0 and Bardwell, milepost 259.0, Texas, on the Southern Corridor, Ft. Worth Division, Houston Subdivision; consisting of the removal of 16 automatic signals, removal of 3 absolute signals, and installation of 19 automatic signals.

The reason given for the proposed changes is to respace signals associated with the installation of coded track circuits.

BS-AP—No. 3342

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 9401 Indian Creek Parkway, Overland Park, Kansas 66210-9136.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the automatic block signal system, on the main track, between Auburn, milepost 21.3 and

Puyallup, milepost 30.6, Washington, on the Northern Corridor, Pacific Division, Seattle Subdivision; consisting of the discontinuance and removal of 11 electric locks from 11 hand-operated switches.

The reasons given for the proposed changes is that the ABS territory does not require the application of electric locks at these locations, also these locks were installed at a time when foreign railroads used these locks for entering the main line and this condition no longer exists.

BS-AP—No. 3343

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 9401 Indian Creek Parkway, Overland Park, Kansas 66210-9136.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the traffic control system, on the single main track, at Tupelo, Mississippi, between milepost 584.5 and milepost 588.0, on the Southern Corridor, Memphis Division, Birmingham Subdivision; consisting of the removal of controlled signals 138L, 138RA, and 138RB, removal of automatic signals 5859 and 5846, and installation of two intermediate automatic signals back to back near milepost 585.7.

The reason given for the proposed changes is the upgrading of the crossing signals to motion detecting control and the existing crossing control cutouts are no longer required.

BS-AP—No. 3344

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

The Consolidated Rail Corporation seeks approval of the proposed modification and reduction of the eastward limits of "MO" Interlocking, milepost 250.5, at Cresson, Pennsylvania, Pittsburgh Line, Harrisburg Division; consisting of the conversion of "Old No. 1" power-operated switch on the "0" track to hand operation, and the discontinuance and removal of interlocking signals 12W, 12E and 6L.

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

BS-AP—No. 3345

Applicant: CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system, on the two main tracks, between Leewood, milepost F372.38 and Aulon, milepost F374.50, Tennessee, Nashville Division, Memphis Subdivision; consisting of the discontinuance and removal of automatic signals 372.9 and 374.4.

The reason given for the proposed changes is to improve operations and increase efficiency.

BS-AP—No. 3346

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, Manager S&C Maintenance, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks on the movable bridge at LaCrosse, Wisconsin, Heartland Division, Tomah Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP—No. 3347

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, Manager S&C Maintenance, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks on the movable bridge at Hastings, Minnesota, Heartland Division, River Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP—No. 3348

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, Manager S&C Maintenance, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks on the movable bridge at Sabula, Iowa, Gateway Division, Davenport Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP—No. 3349

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

The Consolidated Rail Corporation seeks approval of the proposed modification of the automatic block signal system, on the two main tracks, between Scioto Interlocking, milepost 132.1 and Bannon Interlocking, milepost 137.6, near Columbus, Ohio, Western Branch, Indianapolis Division; consisting of the discontinuance and removal of automatic signals 1321, 1332, 1351, 1352, 1361, and 1362, and the relocation of automatic signals 1341 and 1342, 350 feet north of milepost 135.

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

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on March 8, 1995.

Phil Olekszyk,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-6223 Filed 3-13-95; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[Docket No. EA92-041; Notice 4]

General Motors Pickup Truck Defect Investigation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT

ACTION: Notice of closing of investigation.

SUMMARY: The purpose of this Notice is to announce that Engineering Analysis (EA) 92-041 has been closed in accordance with the settlement agreement between the United States Department of Transportation and General Motors Corporation, dated March 7, 1995 (Attachment A). Secretary of Transportation Federico Peña announced the parties' initial agreement to settle the matter and explained the basis for this Departmental decision in a statement issued December 2, 1994, which is available as an attachment to the March 9, 1995 memorandum to the public file for EA92-041 announcing the closing of that investigation. For procedural reasons, the October 17, 1994 initial decision that the C/K pickup trucks subject to EA92-041 contain a defect related to motor vehicle safety is vacated.

FOR FURTHER INFORMATION CONTACT:

Ellen Berlin, Director, Office of Public and Consumer Affairs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590; (202) 366-9550.

Authority: 49 U.S.C. 30118; delegations of authority at 49 CFR 1.50(a) and 501.8(g).

Issued on: March 9, 1995.

William A. Boehly,

Associate Administrator for Safety Assurance.

Attachment A—Settlement Agreement Between the United States Department of Transportation and General Motors Corporation

March 7, 1995.

Settlement Agreement

Whereas, the National Highway Traffic Safety Administration (NHTSA), an agency of the United States Department of Transportation (DOT), conducted an investigation (EA92-041) into an alleged defect related to motor vehicle safety of model year 1970-1991 full-sized General Motors Corporation (GM) pickup trucks and cab-chassis equipped with fuel tanks mounted outboard of the frame rails (C/K pickup trucks); and

Whereas, on October 17, 1994, Secretary of Transportation Federico Peña announced his initial decision that the C/K pickup trucks contain a defect related to motor vehicle safety; and

Whereas, no final decision had been made by the Secretary of Transportation as to whether the C/K pickup trucks contain a defect related to motor vehicle safety; and

Whereas, DOT and GM each determined that the settlement of the above-referenced investigation, as memorialized in a letter agreement

dated December 2, 1994, is in the public interest and best furthers their mutual interest in motor vehicle safety; and

Whereas, DOT and GM agree that this settlement will avoid time-consuming, costly litigation of a complex matter that raises difficult factual and legal issues; and instead offers an opportunity for meaningful cooperation between government and industry to significantly enhance the safety of the driving public;

Now therefore, the Department of Transportation and General Motors Corporation hereby agree to the following settlement of this matter:

I. Terms and Conditions**A. Enhance Federal Motor Vehicle Safety Standard (FMVSS) No. 301**

1. GM and DOT will support enhancement of the current standard regarding fuel system integrity, FMVSS 301, through a public rulemaking process.

a. GM will support the development by DOT, on an expedited basis, of a revised standard that best simulates the real-world crash conditions that result in post-crash fires.

b. GM agrees that the current FMVSS 301 standard should be enhanced to meet today's high pressure fuel system designs and in today's traffic environment to provide higher levels of occupant protection from post-crash fires.

c. It is envisioned that the revised standard would employ a more representative impacting device than the current standard, would involve higher test speeds (approximately 40 m.p.h.) than the current standard, and would include separate tests of the integrity of fuel system components in addition to full vehicle tests at different impact locations.

2. GM agrees that its support will take the following form:

a. GM will, to the extent legally permissible, take an active part in the rulemaking process.

b. GM will undertake and/or finance research, including research described in the other provisions of this agreement, which will further the development of an enhanced standard.

c. GM will submit to NHTSA's rulemaking docket all research undertaken or financed in accordance with the other provisions of this agreement that support the development of an enhanced standard.

3. GM and DOT will work together to improve other Federal motor vehicle safety standards.

4. None of the provisions in this section A. shall operate to give GM