implementation period of the proposal from one year to 18 months.

The Commission finds that requiring members to include a reference or hyperlink to a security-specific TRACE Web page and include the time of trade on all retail customer confirmations is responsive to commenters' requests for harmonization of the FINRA Proposal and MSRB Proposal and therefore helped the Commission find that the proposed rule change, as modified by Amendment No. 1, is consistent with Section 15A(b)(6) of the Act,[244] which requires, among other things, that FINRA's rules be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, and, in general, to protect investors and the public interest, and Section 15A(b)(9) of the Act,[245] which requires, among other things, that FINRA's rules do not impose any burden on competition not necessary or appropriate in furtherance of the purposes of the Act. The Commission notes that the addition of the term ''offsetting'' to the rule is solely a clarification for the avoidance of doubt and that the change does not alter the substance of the rule. Furthermore, extension of the implementation period of the proposal from one year to 18 months is appropriate and responsive to the operational and implementation concerns raised by commenters. The Commission also notes that after consideration of the comments the MSRB received on its proposal to require a security-specific hyperlink to EMMA and the execution time of the transaction, the MSRB amended its proposal in a manner that is identical to the Amendment No. 1 that FINRA has filed.[246] The Commission notes that it today has approved the MSRB Proposal, as modified by MSRB Amendment No. 1, and believes that in the interests of promoting efficiency in the implementation of both proposals, it is appropriate to approve FINRA's proposal, as modified by Amendment No. 1, concurrently. Accordingly, the Commission finds good cause, pursuant to Section 19(b)(2) of the Exchange Act,[247] to approve the proposed rule change, as modified by Amendment No. 1, on an accelerated basis.

V. Conclusion

It Is Therefore Ordered, pursuant to Section 19(b)(2) of the Act,[248] that the proposed rule change (SR–FINRA–2016–032), as modified by Amendment No. 1, is approved on an accelerated basis.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[249]

Brent J. Fields,

Secretary.

[FR Doc. 2016–28190 Filed 11–22–16; 8:45 am]

BILLING CODE 8011–01–P

[244] 15 U.S.C. 78o 3(b)(6).

[245] 15 U.S.C. 78o 3(b)(9).

[246] *See* MSRB Amendment No. 1, *supra* note 13, at 4–5.

[247] 15 U.S.C. 78s(b)(2).

[248] 15 U.S.C. 78s(b)(2).

[249] 17 CFR 200.30–3(a)(12).

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36069]

Kokomo Rail, LLC—Acquisition and Operation Exemption—Rail Line of Kokomo Rail Co., Inc.

Kokomo Rail, LLC (KR), a noncarrier, has filed a verified notice of exemption [1] under 49 C.F.R 1150.31 to acquire, from Kokomo Rail Co., Inc. (KRC),[2] and to operate, approximately 12.55 miles of rail line between milepost 134.48 at or near Marion and milepost 147.07 at or near Amboy, in Howard and Grant Counties, Ind. (the Line).

According to KR, KRC acquired the 12.55-mile line from CSX Transportation, Inc.[3] KR states that KRC was voluntarily dissolved as a corporation, and that dissolution makes it necessary to transfer KRC's authority to own and operate the Line from KRC to KR.

KR states that the proposed transaction does not involve any interchange commitments. KR certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier and that its projected annual revenues do not exceed $5 million.

The transaction may be consummated on or after December 7, 2016, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice 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 effectiveness of the exemption. Petitions to stay must be filed no later than November 30, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36069, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on applicant's representative, Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1666, Chicago, IL 60604.

According to KR, this action is categorically excluded from environmental review under 49 CFR 1105.6(c).

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Decided: November 18, 2016.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Rena Laws-Byrum,

Clearance Clerk.

[FR Doc. 2016–28222 Filed 11–22–16; 8:45 am]

BILLING CODE 4915–01–P

[1] The verified notice was originally filed on October 27, 2016. On November 7, 2016, KR filed supplemental information, including the relevant mileposts, and noted that KRC was dissolved in 1999. Therefore, November 7, 2016, is the official filing date.

[2] KR is an affiliate of Kokomo Grain Co., Inc., as was KRC.

[3] *See Kokomo Rail Co.—Acquis. & Operation Exemption—Line of CSX Transp. Between Marion & Amboy, Ind.,* FD 32231 et al. (ICC served Dec. 15, 1993).

SURFACE TRANSPORTATION BOARD

[Docket No. AB 290 (Sub-No. 343X)]

Central of Georgia Railroad Company—Abandonment Exemption—in Newton County, Ga.

AGENCY: Surface Transportation Board.

ACTION: Correction to notice of exemption.

On July 1, 2013, Central of Georgia Railroad Company (CGA) [1] filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately 14.90 miles of rail line between milepost E 65.80 and milepost E 80.70, in Newton County, Ga. The notice was served and published in the **Federal Register** on July 19, 2013 (78 FR 43,273).

Before the exemption became effective, Newton County Trail-Path Foundation, Inc. (Newton Trail) filed a request for a notice of interim trail use (NITU). The Board issued a NITU on August 19, 2013, and on September 28, 2016, CGA and Newton Trail filed a notice informing the Board that they had entered into a lease agreement for interim trail use and rail banking for the 14.90 miles of rail line that was subject to abandonment.

On October 14, 2016, CGR filed a letter stating that the map attached as

[1] CGA is a wholly owned subsidiary of Norfolk Southern Railway Company.

Appendix A to its July 1, 2013 verified notice did not properly depict the location of milepost E 65.80, and that parentheticals in the notice incorrectly refer to milepost E 65.80 as: ''(at the point of the Line's crossing of Route 229 in Newborn).'' [2] Thus, CGR requests that the Board accept the corrected map attached to the October 14, 2016 letter and clarify the parenthetical references to milepost E 65.80 in its July 1, 2013 verified notice and the notice the Board served and published on July 19, 2013, to read: ''(a point just east of the Ziegler Road crossing west of downtown Newborn)''. These corrections are recognized here. All of the remaining information in the July 19, 2013 notice remains unchanged.

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Decided: November 18, 2016.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2016–28295 Filed 11–22–16; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program for Bob Hope Airport, Burbank, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Burbank-Glendale-Pasadena Airport Authority under the provisions of 49 U.S.C. 47501 *et seq.* (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as ''the Act'') and 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as ''Part 150''). These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96–52 (1990). On October 10, 2013, the FAA determined that the noise exposure maps submitted by Burbank-Glendale-Pasadena Airport Authority under Part 150 were in compliance with applicable requirements. On October 24, 2016, the FAA approved the Bob Hope Airport noise compatibility program. Fifteen (15) of the eighteen (18) total number of recommendations of the program were approved. Two (2) of the eighteen (18) total number of recommendations of the program were approved in part. For one (1) of the eighteen (18) program measures there was no action required at this time. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

DATES: *Effective Date:* The effective date of the FAA's approval of the noise compatibility program for Bob Hope Airport is October 24, 2016.

FOR FURTHER INFORMATION CONTACT: Victor Globa, Environmental Protection Specialist, Federal Aviation Administration, Los Angeles Airports District Office, Mailing Address: P.O. Box 92007, Los Angeles, California 90009–2007. Street Address: 15000 Aviation Boulevard, Lawndale, California 90261. Telephone: 310/725–3637. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Bob Hope Airport, effective October 24, 2016.

Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required. Prior to an FAA decision on a request to implement the action, an environmental review of the proposed action may be required. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Los Angeles Airports District Office in the Western-Pacific Region.

Burbank-Glendale-Pasadena Airport Authority submitted to the FAA on June 27, 2013 the noise exposure maps, descriptions and other documentation produced during the noise compatibility planning study conducted from September 13, 2011 through October 24, 2016. The Bob Hope Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on October 10, 2013. Notice of this determination was published in the **Federal Register** (78 FR 64048) on October 25, 2013.

The Bob Hope Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from December 30, 2014 to the year

[2] On October 14, 2016, CGA and Newton Trail also filed a letter to correct their September 28, 2016 notification that a lease agreement for interim trail use and rail banking had been reached. This filing as well as the modification of the NITU to reflect the correct location of milepost E 65.80 will be addressed in a separate decision.