

Estimated Charge Expiration Date: December 1, 1999.
Class of Air Carriers not Required to Collect PFC's: None.
Brief Description of Project Approved for Collection and Use:
 Installation of airport perimeter fencing.
Decision Date: August 20, 1997.
FOR FURTHER INFORMATION CONTACT: Priscilla Scott, New England Region Airports Division, (617) 238-7614.
Public Agency: City of Quincy, Illinois.
Application Number: 97-02-C-00-UIN.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$298,153.
Earliest Charge Effective Date: November 1, 1997.
Estimated Charge Expiration Date: June 1, 2003.

Class of Air Carriers not Requested to Collect PFC's: Charters.
Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Quincy Municipal Airport—Baldwin Field.
Brief Description of Projects Approved for Collection and Use:
 PFC application (94-01-C-00-UIN). Aerial mapping for airport layout plan. Reconstruction of sanitary sewer line. Terminal roof reconstruction. PFC application (97-02-C-00-UIN). Reconstruction runway 13/31. Bituminous overlay on the T-hanger access road.
Brief Description of Projects Approved in Part for Collection and Use:
 Phase I reconstruction of runway 4/22.
Determination: The approved amount was reduced from that contained in the application due to reduced costs and a

change in financing. The actual bid costs were less than the estimated costs contained in the application. In addition, the public agency's received an Airport Improvement Program grant (3-17-0085-11) to pay a portion of the project costs after submission of the PFC application.
 Phase II reconstruction of runway 4/22
Determination: The approved amount was reduced from that contained in the application due to reduced costs and a change in financing. The actual bid costs were less than the estimated costs contained in the application. In addition, the public agency's received an Airport Improvement Program grant (3-17-0085-12) to pay a portion of the project costs after submission of the PFC application.
Decision Date: August 28, 1997.
FOR FURTHER INFORMATION CONTACT: Philip M. Smithmeyer, Chicago Airports District Office, (847) 294-7435.

Amendments to PFC Approvals

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
96-04-C-01-ORD Chicago, IL	08/12/97	\$957,757,792	\$957,411,292	06/01/04	06/01/04
92-01-C-01-GRB Green Bay, WI	08/12/97	8,140,000	5,062,462	03/01/03	09/01/99
95-03-C-01-PHX Phoenix, AZ	08/19/97	80,978,000	106,966,000	02/01/98	10/01/98

Issued in Washington, DC on September 5, 1997.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 97-24255 Filed 9-11-97; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Tyler Pounds Field Airport, Tyler, Texas

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 Tyler Pounds Field Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of

1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).
DATES: Comments must be received on or before October 14, 1997.
ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.
 In addition, one copy of any comments submitted to the FAA must be mailed or delivered to the Manager of Tyler Pounds Field Airport at the following address: Mr. Davis Dickson, Airport Manager, Tyler Pounds Field Airport, 150 Airport Drive, Suite 201, Tyler, Texas 75704.
 Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.
FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region,

Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.
 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 Tyler Pounds Field 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 August 27, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of Section 158.25 of Part 157. The FAA will approve or disapprove the application, in whole or in part, no later than December 18, 1997.
 The following is a brief overview of the application.
 Level of the proposed PFC: \$3.00

Proposed charge effective date: March 1, 1998

Proposed charge expiration date: January 1, 1998

Total estimated PCF revenue: \$976,449
PFC application number: 97-02-C-00-TYR

Brief description of proposed projects:

Projects To Impose and Use PFCs

Terminal Area Study,
Overlay Taxiway F,
ARFF Building and Wind Cones,
PFC Administrative Costs,
Seal Coat Runway 13-31 and Associated
Taxiways A, C, and D, and Airport
Sanitary Sewer Capacity
Improvements.

Proposed class or classes of air carriers to be exempted from collecting PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Tyler Pounds Field Airport.

Issued in Fort Worth, Texas on August 28, 1997.

Naomi L. Sanders,

Manager, Airports Division.

[FR Doc. 97-24259 Filed 9-11-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33426]

Dallas, Garland & Northeastern Railroad, Inc.—Lease Exemption—Union Pacific Railroad Company

Dallas, Garland & Northeastern Railroad, Inc. (DGNO), a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease and operate 2 sections of rail line totaling approximately 7.5 miles from Union Pacific Railroad Company (UP) between (1) DGNO milepost 753.7 and the end of the line near Oakland Avenue in Garland, TX, and (2) UP milepost 214.8 and the end of the line near Westmorland Road in Dallas, TX.

In conjunction with the lease of these lines, DGNO will acquire by assignment UP's local trackage rights over .626

miles of rail line owned by the Dallas Area Rapid Transit between milepost 210.078, at MP Junction, and milepost 210.704, at East Dallas Yard in Dallas, TX.

The transaction was expected to be consummated on or after September 2, 1997.

If the 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33426, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, Esq., Ball, Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Decided: September 5, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-24233 Filed 9-11-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33447]

Omaha Public Power District—Acquisition Exemption—The Burlington Northern and Santa Fe Railway Company

Omaha Public Power District (OPPD), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire 56.75 miles of rail line (Acquired Line) and associated assets of The Burlington Northern and Santa Fe Railway Company (BNSF) between milepost 56.30, at Collegeview, NE, and milepost 6.1, at Arbor, NE. In addition, OPPD will acquire 4.53 miles of incidental overhead trackage rights over the BNSF line from milepost 56.3, in the Nebraska City Sub-division, and milepost 61.38, in the St. Joe Sub-division.

The transaction is expected to be consummated on or about October 1, 1998.¹

¹ OPPD states that it does not intend to provide common carrier rail service on the Acquired Line and that common carrier service is expected to be provided by a third party to be selected by OPPD. OPPD indicates that the operator would file its own verified notice of exemption to permit it to operate

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33447, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas W. Wilcox, Esq., Donelan, Cleary, Wood & Maser, P.C., 1100 New York Avenue, N.W., Suite 750, Washington, DC 20005.

Decided: September 4, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-24232 Filed 9-11-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33434]

Track Tech, Inc.—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

Track Tech, Inc. (TTI), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from The Burlington Northern and Santa Fe Railway Company and to operate approximately 19.70 miles of rail line between Creston, IA, milepost 1.45, and the end of the line at Greenfield, IA, milepost 21.15.

TTI reports that it purchased the line on June 11, 1997, but the earliest the transaction could be consummated pursuant to the exemption was August 29, 1997, the effective date of the exemption (7 days after the August 22, 1997 filing date).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33434, must be filed with

over the line. BNSF will retain trackage rights over the Acquired Line to provide rail transportation service to OPPD until December 31, 1998.