

finding will allow the Administration to obligate certain funds for assistance to Ukraine which until now had been withheld from obligation under Title II of Pub. L. 105-118, the Foreign Operations, Export Financing, and Related Programs Appropriations Act, 1998.

Ukraine has demonstrated its commitment to strategic partnership with the U.S. and integration into the West. Recent Ukrainian actions on non-proliferation have built on a record of responsible conduct in the security and foreign policy issues that merit continued U.S. support.

The Administration remains seriously concerned, however, about the investment climate and prospects for economic reform in Ukraine. Despite progress on specific complaints by certain U.S. investors, some complaints have not been resolved, and new cases have arisen. In addition, we have seen no evidence of improvement in Ukraine's investment climate and only limited progress toward economic reform. Because a large share of U.S. assistance to Ukraine is provided to support economic reform, and because improvement of Ukraine's investment climate is critical to achieving sustainable economic growth, lack of progress in these areas raises concerns about the usefulness of U.S. assistance to the Government of Ukraine in these sectors.

After reviewing the status of economic reform in Ukraine, we have concluded that assistance currently allocated to support the implementation of specific reforms by the Government of Ukraine would not be used effectively in the absence of concrete progress on economic reform. This includes funds originally intended to provide technical assistance to the Government of Ukraine in such areas as fiscal and budgetary reform, bankruptcy reform, energy sector reform, and the creation of a private agricultural sector. We are therefore withholding these funds from obligation and will reprogram them in a few months to more productive uses within Ukraine unless the Government of Ukraine implements the necessary reforms in these sectors and takes additional steps to resolve outstanding U.S. business cases in Ukraine.

We will continue to monitor progress in Ukraine on reform and in the investment climate, including treatment of U.S. investors in Ukraine, with the goal of ensuring that all U.S. assistance is used effectively to encourage and promote the reforms needed to stimulate sustainable economic growth. We will also continue to monitor the complaints made by U.S. investors which are

subject to the certification requirement, as well as other cases which have arisen, to ensure that progress is sustained.

[FR Doc. 96-12158 Filed 5-6-98; 8:45 am]

BILLING CODE 4710-10-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 193; Terrain and Airport Databases; Correction

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Corrections.

**SUMMARY:** In notice document 98-10681 on page 19997 in the issue of Wednesday, April 22, 1998 (Vol. 63, No. 77), make the following corrections:

On page 19997 in the first column, under (4) Review Proposed Terms of Reference, add: a. EUROCAE Working Group 44 Terms of Reference; b. Proposed Terms of Reference, RTCA Paper No. 075-98/PMC-006. In the second column, under (7), add a. Summary of Activities Already Performed by Working Group 44 Subgroup 2; b. Review of Previous Working Group 44 Subgroup 2 Meeting Minutes and Action Items. Add a new item: Industry Requirements for Terrain and Obstacle Information for Aeronautical Use: a. Proposed Table of Contents and Applicable Working Papers; b. Areas to be Covered by This Document; c. Potential Applications; d. Data User Requirements; e. Potential Sources of Data; f. Methods of Data Origination and Compilation; g. Target Date for Completion.

Issued in Washington, DC, on May 1, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-12133 Filed 5-6-98; 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 Valley International Airport, Harlingen, 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 Valley International 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 June 8, 1998.

**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 Mr. Jon Mathiasen, Director of Aviation, of Valley International Airport at the following address: Jon E. Mathiasen, A.A.E., Director of Aviation, Valley International Airport, Airport Terminal Building, Harlingen, Texas 78550.

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 Valley International 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).

On April 27, 1998, 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 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 22, 1998.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* November 1, 1998.

*Proposed charge expiration date:*  
October 1, 2001.

*Total estimated PFC revenue:*  
\$4,024,979.00.

*PFC application number:* 98-01-C-00-HRL.

Brief description of proposed projects:

#### **Projects To Impose and Use PFC's**

Groove Runway 13/31, Airfield Signage, Reconstruct South Apron, Airfield Drainage, Land Acquisition, Part 150 Land Acquisition, Access Roads, Runway and Taxiway Improvements, ARFF Suits, Storm Water Prevention Plan, Replace Access Control System, Reconstruct Air Freight Aprons—North & South, Replace ARFF Vehicles (2), Terminal Jet Bridges (3), Overlay Runway 17L/35R, Concourse Carpet Replacement, FIDS and PA System, PFC Development, Overlay GA Ramps, Overlay Taxiways Bravo and Foxtrot, Joint Seal Air Carrier Parking Apron, Part 150 and Master Plan Update, Airport Entrance Road (Iwo Jima Blvd.), Improve Terminal Drainage, Terminal Roadway Signs, Terminal Upgrade/Improvement, Security Fencing, Runway Sweeper, and Terminal Entrance Road and Arcade Sidewalk.

Proposed class or classes of air carriers to be exempted from collecting PFC's:

All Air Taxi/Commercial Operators filing FAA Form 1800-31.

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 Blvd., 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 Valley International Airport.

Issued in Fort Worth, Texas on April 27, 1998.

**Edward N. Agnew,**

*Acting Manager, Airports Division.*

[FR Doc. 98-12136 Filed 5-6-98; 8:45 am]

BILLING CODE 4910-13-M

## **DEPARTMENT OF TRANSPORTATION**

### **Maritime Administration**

#### **Voluntary Intermodal Sealift Agreement (VISA) / Joint Planning Advisory Group (JPAG)**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Synopsis of April 23-24, 1998 meeting with VISA participants.

On April 23-24, 1998, the Maritime Administration (MARAD) and the United States Transportation Command (USTRANSCOM) co-hosted a meeting of the Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) at the United States Transportation Command, Scott Air Force Base, Illinois.

Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 27 U.S.-flag carrier corporate participants enrolled in VISA at the time of the meeting, 9 were represented, as well as representatives from the Department of Defense (DoD) and the Department of Transportation (DOT).

Government representatives provided operational briefs for the USTRANSCOM command post exercise Turbo Challenge 98 which was the principal focus of the JPAG. During the exercise, VISA Stage III was activated and VISA capacity was allocated. In addition to evaluating previously developed Concepts of Operation, the exercise tested VISA carriers' ability to position vessel capacity to meet VISA Stage III requirements for a major regional contingency.

The full text of the VISA program is published in 62 FR 6837-6845, dated February 13, 1997. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of April 28, 1998, the following commercial U.S.-flag vessel operators are enrolled in VISA with MARAD: Alaska Cargo Transport, Inc., American Auto Carriers, Inc., American Automar, Inc., American President Lines, Ltd., American Ship Management, LLC, Central Gulf Lines, Inc., Crowley Maritime Corporation, Dixie Fuels II, Ltd., Falgout Brothers, Inc., Farrell Lines Incorporated, First American Bulk Carrier Corp., Lykes Lines Limited, L.L.C., Maersk Line Limited, Matson Navigation Company, Inc., Moby Marine Corporation, NPR, Inc., OSG Car Carriers, Inc., Osprey Shipholding Corp., LLC, RR & VO L.L.C., Sealift, Inc., Sea-Land Service, Inc., Smith Maritime, Totem Ocean Trailer Express, Inc., Trailer Bridge, Inc., TransAtlantic Lines LLC, Van Ommeren Shipping (USA) LLC, and Waterman Steamship Corporation.

**CONTACT PERSON FOR ADDITIONAL INFORMATION:** Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366-2323.

Dated: May 4, 1998.

By order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 98-12128 Filed 5-6-98; 8:45 am]

BILLING CODE 4910-81-P

## **DEPARTMENT OF TRANSPORTATION**

### **Surface Transportation Board**

[STB Finance Docket No. 33407]

#### **Dakota, Minnesota & Eastern Railroad Corporation Construction Into the Powder River Basin<sup>1</sup>**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of issuance of procedural schedule.

**SUMMARY:** The Board has received public comments on the proposed procedural schedule for issuing a decision on the transportation merits of the application and applicant's reply to those comments, and the Board is issuing a final procedural schedule. This schedule provides for issuance of a decision within 180 days of the effective date of this decision that will address the transportation issues relating to this construction application and whether the proposal satisfies the criteria of 49 U.S.C. 10901. Any approval would be conditioned upon completion of the environmental review process and consideration of environmental issues, which would be considered in a final decision on whether to authorize the construction.

**DATES:** The effective date of this decision is May 7, 1998. Pleadings must be filed in accordance with the attached schedule. All filings, except notices of intent to participate, must be concurrently served on all parties of record and must be accompanied by a certificate of service.

**ADDRESSES:** Send an original and 10 copies of all pleadings referring to STB Finance Docket No. 33407 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423. To permit concurrent service of pleadings on all parties of record, a service list containing the names and addresses of all parties of record will be issued by the Board in a subsequent notice.

<sup>1</sup> This case was formerly entitled Dakota, Minnesota & Eastern Railroad Corporation—Construction and Operation—in Campbell, Converse, Niobrara, and Weston Counties, WY, Custer, Fall River, Jackson, and Pennington Counties, SD, and Blue Earth, Nicollet, and Steele Counties, MN. We have shortened the title for the sake of simplicity.