

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Schaffer, (303) 342-1258, 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. 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 98-05-C-00-COS to impose and use PFC revenue at Colorado Springs Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 10, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Colorado Springs Airport, Colorado Springs, Colorado, 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 October 13, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2003.

Proposed charge expiration date: November 1, 2005.

Total requested for use approval: \$12,414,906.

Brief description of proposed project: Glycol pretreatment, outfall system, and new glycol pond; Airport storm drainage improvements; Centerline and touchdown zone lighting; Runway end identification lights (REILS) for runway 12/30; Snow removal equipment; Canopy improvement program; Construction taxiway "B" extension, from taxiway "B5" to taxiway "E"; Construct taxiway "C" north to taxiway "D"; Apron roadway, glycol tank and ground equipment storage area.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: 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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

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

Issued in Renton, Washington, on July 10, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-19098 Filed 7-16-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

Northeast Illinois Railroad Corporation

[FRA Waiver Petition No. WPS-98-1]

Northeast Illinois Railroad Corporation (METRA) seeks a permanent waiver of compliance from certain provisions of the Roadway Worker Protection Standards, 49 CFR Part 214, Subpart C. Metra seeks a waiver of 49 CFR 214.337(c)(3) which states:

(c) Individual train detection may be used to establish on-track safety only:
* * *

(3) On track outside the limits of a manual interlocking, a controlled point, or a remotely controlled hump yard facility; * * *

Specifically, METRA requests relief that will permit a lone worker to perform inspections and minor repairs within an interlocking or control point utilizing Individual Train Detection (ITD) supplemented by a system termed Intelligent Train Approach Warning (ITAW). According to METRA, the ITAW will consist of a vibration sensitive pager-like device and a portable audible/visual device transported to the area where the lone worker is engaged in work. METRA indicates that the ITAW will be governed by a series of rules which will enhance and promote safety as the ITAW system never walks away, gets distracted or becomes involved in other human tendencies.

METRA desires to conduct tests of the ITAW system at two locations on their system during which all provisions of 49 CFR Part 214 relating to the

protection of on-track workers will be strictly adhered to utilizing either foul time or look-out protection. METRA states "only after the system's integrity and fail proof technologies have been tested and found to be fail safe 100% of the time will the provisions requested in the waiver be exercised." METRA has included with the petition a set of detailed rules and instruction for the operation and use of the ITAWS for the purpose of providing warning of approaching trains to roadway workers.

Interested parties are invited to participate in this proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number WPS-98-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at FRA's docket room located at 1120 Vermont Avenue, NW, Room 7051, Washington, DC 20005.

Issued in Washington, DC, on July 13, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-19103 Filed 7-16-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Revocation Notice Concerning General Agent Directives

ACTION: Notice.

SUMMARY: The Maritime Administration (MARAD) has reviewed all its files on Circular Letters to General Agents (CLs) and Operating Letters to General Agents (OLs). As a result of this review, MARAD has determined to revoke all

said Circular Letters to General Agents and Operating Letters to General Agents not heretofore terminated.

FOR FURTHER INFORMATION CONTACT: P. Jean Barile, Office of Ship Operations, Maritime Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone (202) 366-5776, facsimile (202) 366-3954.

SUPPLEMENTARY INFORMATION: CLs and OLs were identical letters sent to all, or multiple, General Agents and relating to the operation of Government vessels by private companies under General Agency Agreements. During the course of reviewing files for outstanding CLs and OLs, MARAD found that all had become obsolete in the context of current vessel operations procedures and arrangements with General Agents. MARAD has determined that none of the Circular Letters to General Agents and none of the Operating Letters to General Agents presently outstanding, and not heretofore revoked, have application to current ship operations functions of the Maritime Administration, or the National Shipping Authority, and they are hereby revoked.

By Order of the Maritime Administrator.

Dated: July 14, 1998.

Joel C. Richard,

Secretary.

[FR Doc. 98-19116 Filed 7-16-98; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20924]

Global Passenger Services, L.L.C.—Control—Bortner Bus Company, et al.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving finance transactions.

SUMMARY: Global Passenger Services, L.L.C. (Global or applicant), a noncarrier, filed an application under 49 U.S.C. 14303 to acquire control of 20 motor passenger carriers, consisting of 15 existing subsidiaries—Bortner Bus Company (Bortner), C&D Transportation, Inc. (C&D), Comet Bus Lines Corporation (Comet), Connolly's Limousine Service, Inc. (Connolly's), Country & Western Tours, Inc. (C&W Tours), Franciscan Lines, Inc. (Franciscan), George Ku, Inc. (George Ku), Golden Touch Transportation, Inc. (GTT), Golden Touch Limousine of Florida, Inc. (GTT of FL), JJ Kelly Charter Bus Service Co. (JJ Kelly), The Palmeri Motor Coach Corporation

(Palmeri), PROTRAV Services, Inc., d/b/a PROTRAV Charter Coach Services (PROTRAV Charter), PROTRAV Services, Inc. (PROTRAV Services), Santa Barbara Transportation Corporation (SBTC), and Tiger Air Express, Inc. (Tiger)—and 5 new target companies, Hemphill Brothers Coach Co., Inc. (Hemphill), Hansruedi and Marcia Muggli, d/b/a The Transportation Company (TTC), Pacific Explorer Lines, Inc. (Pacific), Stardust Executive Transportation, Inc. (Stardust), and Sunnyland Acquisition Corp. (SAC).¹ Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subpart B. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments are due by August 31, 1998. Applicant may reply by September 21, 1998. If no comments are received by August 31, 1998, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of comments referring to STB Docket No. MC-F-20924 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of comments to applicant's representative: Mark J. Andrews, Barnes & Thornburg, 1401 Eye Street, N.W., Suite 500, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Global, a Delaware limited liability company, was created on May 15, 1997. According to Global, it was unaware of the requirements of 49 U.S.C. 14303 prior to January 1998.² After reviewing its records, Global determined that interstate and/or intrastate passenger authority had been issued to 15 entities out of the 30 corporations that it directly or indirectly controls at this time. Upon discovering this unresolved control issue, Global filed an application to acquire control, through indirect stock ownership, of the existing

subsidiaries' Bortner,³ C&D,⁴ Comet,⁵ Connolly's,⁶ C&W Tours,⁷ Franciscan,⁸ George Ku,⁹ GTT,¹⁰ GTT of FL,¹¹ JJ Kelly,¹² Palmeri,¹³ PROTRAV

³ Bortner is a Pennsylvania corporation. It holds federally issued operating authority in MC-111191 and intrastate operating authority in Ohio and Pennsylvania. Bortner provides charter and special operations between points in the United States (including Alaska and Hawaii).

⁴ C&D is a Tennessee corporation. It holds federally issued operating authority in MC-191957. C&D provides charter and special operations between points in the United States (except Alaska and Hawaii).

⁵ Comet is a Florida corporation. It holds federally issued operating authority in MC-231149. Comet provides charter and special operations between points in the United States (except Hawaii).

⁶ Connolly's is a Pennsylvania corporation. It holds federally issued operating authority in MC-176826 and intrastate operating authority in Pennsylvania. Connolly's provides charter and special operations between points in the United States.

⁷ C&W Tours is a Tennessee corporation. It holds federally issued operating authority in MC-263068. C&W provides charter and special operations between points in the United States.

⁸ Franciscan is a California corporation. It holds federally issued operating authority in MC-140403 and intrastate operating authority in California. Franciscan provides charter and special operations between points in the United States (including Alaska, but excluding Hawaii).

⁹ George Ku is a Pennsylvania corporation. It holds federally issued operating authority as a common and contract carrier in MC-31422 and intrastate operating authority in Ohio and Pennsylvania. George Ku provides charter and special operations between points in the United States (except Hawaii).

¹⁰ GTT is a Delaware corporation. It holds federally issued operating authority as a contract carrier in MC-235493 and intrastate operating authority in Florida.

¹¹ GTT of FL, a wholly owned subsidiary of GTT, is a corporation that holds no interstate authority but is licensed by Dade County, FL, for intrastate passenger service. The fact that these operations appear to be entirely within the State of Florida is not determinative of Board jurisdiction. It is well settled that service within a single state may be interstate commerce and subject to our jurisdiction when there is a through ticket or some other arrangement between the involved carriers for through transportation to or from a point in another state. Also, if the participants to a finance transaction are motor carriers of passengers, subject to Board jurisdiction under 49 U.S.C. 13501, then under 49 U.S.C. 14303(f), they are subject to our exclusive and plenary jurisdiction in all matters relating to their consolidation, merger, and acquisition of control, and this extends to intrastate operating rights. See *Colorado Mountain Express, Inc. and Airport Shuttle Colorado, Inc., d/b/a Aspen Limousine Service, Inc.—Consolidation and Merger—Colorado Mountain Express*, STB Docket No. MC-F-20902 (STB served Feb. 28, 1997).

¹² JJ Kelly is a Florida corporation. It holds federally issued operating authority in MC-172787. It provides charter and special operations between points in the United States (except Alaska and Hawaii).

¹³ Palmeri is a Pennsylvania corporation. It holds federally issued operating authority in MC-167547 and intrastate operating authority in New Jersey and Pennsylvania. It provides passenger service as a contract carrier between points in Tennessee and Kentucky, and charter and special operations between points in the United States (except Alaska and Hawaii).

¹ Global incorporated SAC, a noncarrier, to acquire the assets of Sunnyland Stages, Inc. (SSI), a Missouri corporation and motor passenger carrier.

² Immediately upon its creation, Global acquired the shares of two regulated motor passenger carriers—one with interstate authority and one with intrastate authority. Because the initial acquisition of the shares of a single interstate carrier did not require Board authorization, Global assumed that the subsequent stock acquisition of additional interstate carriers required no Federal approval.