

discussions. Wednesday, October 14, 9:00 a.m.–5:00 p.m. Subgroup 3 (Airport Databases). Thursday, October 15, 9:00 a.m.–3:30 p.m. Closing Plenary Session: (15) Summary of Subgroup 2 and 3 Meetings; (16) Assign Tasks; (17) Other Business; (18) Dates and Locations of Next Meetings; (19) Adjourn. Friday, October 16, 9:00 a.m.–5:00 p.m. Subgroup 1 (Terrain Awareness and Warning System TSO Review): (20) Review of FAA TSO–C151 for Terrain Awareness and Warning System; (21) Establish a list of comments.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833–9339 (phone), (202) 833–9434 (fax), or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 21, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98–25870 Filed 9–25–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Announcement of Receipt of Proposed Restriction on Operations of Stage 2 Aircraft at San Francisco International Airport, San Francisco, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) has been notified by San Francisco International Airport that it proposes to amend its current Noise Abatement Regulation 4(C), which currently restricts operation of Stage 2 aircraft between 11:00 and 7:00 a.m., locally, by extending the restricted hours to between 7:00 p.m. to 7:00 a.m. local time. The San Francisco International Airport has provided notice of the proposed restriction and an opportunity to comment to the public, pursuant to the Airport Noise and Capacity Act of 1990, and 14 CFR 161.203.

EFFECTIVE DATE: In its notice, published on August 14, 15, and 17, 1998 in the *San Francisco Examiner*, the San Francisco International Airport

indicated that the effective date of the proposed restriction is March 5, 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Jean Caramatti, Secretary to the San Francisco Airport Commission, San Francisco International Airport, International Terminal, Fifth Floor, P.O. Box 8097, San Francisco, California 94128, Telephone: 650/794–5000. Copies of the complete text of the proposed restriction and the supporting analysis may be obtained by making a request in writing to the above address. These documents are also made available for public inspection at the above office upon written request.

SUPPLEMENTARY INFORMATION: This notice announces FAA's notification by San Francisco International Airport (SFO) that it proposes to amend its current Noise Abatement Regulation 4(C), which currently restricts operation of Stage 2 aircraft between 11:00 p.m. and 7:00 a.m., locally, and requires operators to agree to adhere to SFO's preferential runway use program in order to operate aircraft during those hours. The proposed restriction expands the current restriction on nighttime operation of Stage 2 aircraft by (1) extending the restricted hours to 7:00 p.m. to 7:00 a.m. local time, (2) requiring operators to agree to adhere to SFO's preferential runway use program in order to operate aircraft during those hours, and (3) eliminating the existing exemption from restriction of operations between the hour of 6:00 a.m. to 7:00 a.m. local time, for Stage 2 aircraft operators that agree to adhere to SFO's preferential runway use program. The proposed effective date for the proposed restriction is March 5, 1999. Public comments on the proposed restriction must be submitted directly to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT** and must be received on or before October 23, 1998.

Issued in Hawthorne, California on September 14, 1998.

Herman C. Bliss,

Manager, Airports Division, AWP–600, Western-Pacific Region.

[FR Doc. 98–25865 Filed 9–25–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Michiana Regional Transportation Center, South Bend, IN

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 Michiana Regional Transportation Center 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).

DATES: Comments must be received on or before October 28, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John C. Schalliol, Director, Michiana Regional Transportation Center of the St. Joseph County Airport Authority at the following address: St. Joseph County Airport Authority, Michiana Regional Transportation Center, 4477 Terminal Drive, South Bend, Indiana 46628.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the St. Joseph County Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Gregory N. Sweeny, Program Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018, (847) 294–7526. 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 Michiana Regional Transportation Center 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 September 14, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by St. Joseph County Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 18, 1998.

The following is a brief overview of the application.

PFC application number: 98-02-C-00-SBN.

Level of the PFC: \$3.00.

Original charge effective date: November 1, 1994.

Revised proposed charge expiration date: December 31, 2003.

Total estimated PFC revenue: \$1,367,991.00.

Brief description of proposed projects: Hold Room "C" Improvements; Relocate Terminal Entrance Road; Local Share.

Reimbursement: Terminal Apron Rehabilitation, Lighting System Rehabilitation, Widen Runway 18/36, Hold Room "A" Improvements, Install Flight Information Display System, Widen and Strengthen Taxiways A and A-1, Airfield Clearing for Line-of-Sight and Animal Damage Control.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: on-demand FAR Part 135 Air Taxi Operators with less than 15 seats.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the St. Joseph County Airport Authority.

Issued in Des Plaines, IL, on September 21, 1998.

Nancy M. Nistler,

Acting Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98-25872 Filed 9-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Waiver Petition Docket No. H-98-2]

Petition for Waiver of Compliance; Amendment to Notice

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received

from the National Railroad Passenger Corporation (Amtrak) a request for waiver of compliance with certain requirements of 49 CFR Part 213: TRACK SAFETY STANDARDS.

On July 15, 1998, FRA advised that Amtrak sought to conduct testing and demonstrations of the Spanish Talgo trainset at operating speeds up to 125 mph and up to four inches of cant deficiency on the Northeast Corridor and requested relief from the requirements of the track safety standards. Amtrak does not seek to operate the Talgo in revenue service on the Northeast Corridor. See **Federal Register** Notice, Docket No. H-98-2, Volume 63, No. 135. This notice advises that relief from the requirements of 49 CFR 213.9, Classes of track, to operate at more than 110 mph is no longer necessary because the track safety standards have recently been revised permitting speeds up to 200 mph in accordance with the provisions of Subpart G. In addition, relief from the requirements of Section 213.57, Curves; Elevations and Speed Limitations, is not necessary since the level of cant deficiency (unbalance) may exceed 3 inches under the new standards. See Sections 213.307, Class of Track: operating speed limits; and 213.329, Curves, elevation and speed limitations; **Federal Register** Volume 63, Number 119, dated June 22, 1998. These provisions become effective on September 21, 1998.

However, in order to conduct the testing and demonstrations, FRA notes that relief from Section 213.345(b), Vehicle Qualification Testing, is necessary. This section in part requires the use of instrumented wheelsets to measure wheel/rail forces. Amtrak advises that no instrumented wheels are available for the unique wheel/axle arrangement on the Talgo cars where each wheel is individually mounted. Instead, Amtrak proposes to conduct simulation studies and install strain gauges in the track itself to confirm that the wheel/rail forces are within acceptable limits.

Amtrak anticipates the testing and demonstrations will be completed within three days after commencement. Following the successful completion of the testing, Amtrak seeks to conduct three "VIP" demonstration trips between Washington, D.C., and Philadelphia, Pennsylvania.

Amtrak and the State of Washington jointly purchased a total of three Talgo trainsets which are currently in production in Seattle, Washington. The Amtrak and Washington State contracts require Talgo to demonstrate lateral stability at speeds up to 125 mph before

the cars can be accepted, and Amtrak states that this testing can only be accomplished on the Northeast Corridor.

Amtrak states that Talgo trainsets routinely operate at up to 125 mph and seven inches of cant deficiency in Spain. In addition, the Talgo was tested in 1997 at up to eight inches of cant deficiency in the Pacific Northwest.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings 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 H-98-2) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 30 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 these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on September 23, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-25876 Filed 9-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-31 (Sub-No. 33)]

Grand Trunk Western Railroad Incorporated—Abandonment—In Macomb and Oakland Counties, MI

On September 8, 1998, Grand Trunk Western Railroad Incorporated (GTW) filed with the Surface Transportation Board, Washington, DC 20423, an application for permission for the abandonment of a portion of a line of railroad known as the Romeo Subdivision extending from railroad milepost 19.5 near Washington Station