

heading FOR FURTHER INFORMATION CONTACT.

Issued in Washington, DC, on February 25, 1998.

Brian A. Yanez,

Assistant Executive Director for Aircraft Certification Procedures Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-5294 Filed 2-27-98; 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 Ontario International Airport, Ontario, CA**

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 Ontario 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 Administration (14 CFR Part 158).

DATES: Comments must be received on or before April 1, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gerald K. Lee, Deputy Executive Director at the following address, Los Angeles World Airports, 1 World Way, Los Angeles, CA 90045-5803.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles World Airports under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. John Milligan, Supervisor, Standards Section, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, Telephone (310) 725-3621. 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 Ontario 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 January 28, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Los Angeles World Airports 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 April 29, 1998.

The following is a brief overview of the application.

PFC application number: PFC No. 97-03-C-00-ONT.

Level of proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1998.

Proposed charged expiration date: January 1, 2003.

Total estimated PFC revenue: \$45,680,000.

Brief description of the proposed projects: Project 1—Land acquisition for development consisting of three (3) parcels (approximately 216.3 acres); Project 2—Noise mitigation, including soundproofing of residences and land acquisition for noise compatibility.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 Air Taxi Operators.

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 Los Angeles World Airports.

Issued in Los Angeles, California, on February 12, 1998.

Ellsworth L. Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 98-5200 Filed 2-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Tarrant County, Texas**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing a Notice of Intent (NOI) to advise the public that the scope of the environmental impact statement (EIS) for the proposed State Highway 199 project (S.H. 199) in Tarrant County, Texas, will be revised. The project was initially planned to be studied in a single EIS. A NOI was published in the March 18, 1987, **Federal Register**. After preliminary environmental analysis it was determined that the project should be separated into two project segments, each with independent utility, logical termini, and which did not restrict future transportation considerations. Accordingly, a second NOI was published December 28, 1989, addressing the need to revise the scope of the proposed project and the environmental classification. This third NOI will further revise the scope of the proposed project and environmental classification. This revision will result in two separate project segments, each with independent utility, logical termini, and which do not restrict future transportation considerations. For the third revision one segment is from FM 1886 easterly to IH 820 and the other from IH 820 easterly to proposed SH 121. The project for which an EIS is being prepared extends from proposed S.H. 121 westerly to I.H. 820.

FOR FURTHER INFORMATION CONTACT: Walter C. Waidelich, District Engineer, Federal Highway Administration, 826 Federal Office Building, 300 E. 8th Street, Austin, Texas 78701, Telephone (512) 916-5988.

SUPPLEMENTARY INFORMATION: The limits for the original NOI were between the proposed S.H. 121 interchange near the Fort Worth Central Business District (CBD) to Spur 344 in Azle. A NOI, published December 28, 1989, was for revising the scope of the proposed project and environmental classification. The segment from the proposed S.H. 121 interchange northwesterly to F.M. 1886 remained an EIS. The segment from F.M. 1886 northwesterly to Azle was approved with a Finding of No Significant Impact. However, the environmental studies in progress have found that impacts will not be significant within the section of S.H. 199 from I.H. 820 to F.M. 1886 and the project scope should be further revised into two project segments. Therefore, the FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will continue the environmental analysis and prepare separate environmental documents for the improvements to S.H. 199. The limits of the first project from the proposed S.H. 121 interchange to I.H.

820 will be evaluated and an EIS will be prepared. The EIS process was selected because the proposed project lies primarily within a densely developed urban area. This area has the potential for greater social, economic, and environmental impacts than any other section. Alternate routes for development along with public consensus for the preferred alignment alternative will be addressed in the EIS. This highway portion connects the Forth Worth CBD with the Cities of River Oaks, Samson Park, and Lake Worth in northwestern Tarrant County. It will provide residents and businesses of these cities with improved travel within the corridor. An Environmental Assessment will be prepared for the second project from I.H. 820 to F.M. 1886.

The proposed facility will be a six to eight lane divided freeway with auxiliary lanes where needed. The project will include frontage road construction and there will be full control of access along the length of the facility. Right of way will vary between 73 and 137 meters (240 and 450 feet). All existing at-grade crossings will be eliminated and grade separations or interchanges will be constructed at major thoroughfares.

S.H. 199 is currently a basic 4 lane urban expressway with limited access control and is the principal transportation facility in northwest Tarrant County. No other parallel freeways or principal artery exists within the S.H. 199 corridor. Committed congestion reduction strategies for the S.H. 199 corridor consist of the regional Transportation Demand Management Program that includes Employee Trip Reduction programs and area-wide ridesharing. All reasonable existing and future alternate modes of transportation available to the corridor will not sufficiently lower the projected 2016 traffic volume to the desired level of service. The proposed expansion will safely and efficiently provide for the mobility needs of the area. A project concept conference with local officials was held April 7, 1987. In 1987, two public meetings were held to discuss alternate routes for the proposed project. A third public meeting was held in 1988.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EIS should be directed to the FHWA at the address provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

David L. Gibbs,

Acting Division Administrator, Austin, Texas.

[FR Doc. 98-4934 Filed 2-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers of Compliance

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

Long Island Rail Road

[FRA Docket Number LI-95-1]

The Long Island Rail Road (LIRR) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). LIRR is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. LIRR requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Metro-North Railroad

[FRA Docket Number LI-94-10]

The Metro-North Railroad (MNCW) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). MNCW is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. MNCW requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Interested parties are invited to participate in these proceedings by

submitting written reviews, 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 LI-95-1 and LI-94-10), and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days from the publication 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 a.m.-5 p.m.) at FRA's temporary relocation at 1120 Vermont Ave N.W., room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 24, 1998.

Grady C. Cothen,

Deputy Associate Administrator for Safety Standards and Program Development

[FR Doc. 98-5320 Filed 2-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33388]

CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc. and Consolidated Rail Corporation

AGENCY: Surface Transportation Board

ACTION: Notice of availability of additional environmental information on the Proposed Conrail Acquisition and Opportunity for public review and comment by those who could be affected by that information.

SUMMARY: On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.