

PFC application formulation expense: environmental overview; application legal services; other application costs.

Determination: Partially approved. The environmental review is not considered a PFC application formulation expense; however, this is considered to be an eligible element of a planning study under AIP criteria, paragraph 406(r) of FAA Order 5100.38A, AIP Handbook. The approved amount was reduced from the amount requested based on actual costs as shown in the public agency's letter dated December 19, 1997.

Backflow prevention valves.

Determination: Partially approved. Utility projects are eligible to the extent they are needed to serve eligible airport development. The allowable cost of any installation serving both eligible and ineligible areas or facilities will be a prorated share of the total project cost. The FAA has determined that approximately 72 percent of the total project costs are eligible.

Terminal heating piping replacement.

Determination: Partially approved. Terminal building projects involve work in both eligible and ineligible areas. PFC funding is limited to non revenue producing public-use areas that are directly related to the movement of passengers and baggage in air commerce within the boundaries of the airport. The FAA has determined that approximately 72 percent of the total project costs are eligible.

Brief Description of Projects Disapproved for Collection at CMH and Use at CMH: Satellite landing system.

Determination: Disapproved. This project has been determined to not be justified under PFC criteria. The requested global positioning system differential ground station equipment is not required for precision approaches at CMH. In addition, this equipment is not yet approved by the FAA for installation.

Signage standards manual.

Determination: Disapproved. This project does not meet the objectives test for PFC eligibility in § 158.15(a).

South ramp settlement study.

Determination: Disapproved.

Paragraph 300(b) of FAA Order 5100.38A (October 24, 1989) indicates that the separate funding of projects for the preparation of plans and specifications is allowable if the airport development has every expectation of beginning within 2 years. Inasmuch as this project was completed in 1993 and a project to correct the settlement problem has not been started and is not in this application, the FAA has no expectation that this project will be started within 2 years, as required by § 158.33(a)(1). In addition, the FAA has determined that this project does not confirm to the eligible master planning elements in paragraph 406 of FAA Order 5100.38A, and is not, therefore, considered to be eligible planning work. Therefore, this study/preliminary engineering project is being disapproved at this time.

Bolton Field—airport layout plan and Exhibit A.

Determination: Disapproved. This project does not meet the objective test

for PFC eligibility in § 158.15(a), namely it does not preserve or enhance safety, security, or capacity; reduce noise or mitigate noise impacts; not does it furnish opportunities for enhanced competition.

Decision Date: May 29, 1998.

FOR FURTHER INFORMATION CONTACT: Mary Jagiello, Detroit Airports District Office, (313) 487-7296.

Public Agency: Ports of Chelan and Douglas, Wenatchee Washington.

Application Number: 98-02-00-EAT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$307,000.

Earliest Charge Effective Date: June 1, 1998.

Estimated Charge Expiration Date: October 1, 2000.

Class of Air Carriers not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Reconstruct runway 12/30.

Property acquisition on approach runway 30.

Property acquisition on approach runway 12.

Taxiway G lighting and signage.

Access road improvements.

Acquire passenger access lift.

Equipment storage building for SRE.

Acquire SRE.

Decision Date: May 29, 1998.

FOR FURTHER INFORMATION CONTACT: Mary Vargas, Seattle Airports District Office, (425) 227-2660.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
93-02-C-02-MEI, Meridian, MS	03/26/98	\$155,223	\$154,390	12/01/00	12/01/00
97-04-C-01-MEI, Meridian, MS	04/24/98	32,500	45,000	12/01/00	03/01/01
93-01-C-01-MRY, Monterey, CA	04/30/98	3,960,855	5,455,672	06/01/00	12/01/01
97-02-C-01-DSM, Des Moines, IA	05/08/98	3,574,928	9,713,654	07/01/99	12/01/01
95-03-C-02-GPT, Gulfport, MS	05/19/98	3,464,600	4,608,400	12/01/01	02/01/02
95-01-C-01-CMI, Champaign, IL	05/21/98	1,154,307	1,327,400	11/01/98	05/01/99
94-01-C-01-LBE, Latrobe, PA	05/29/98	187,266	1,397,687	10/01/98	05/01/13

Issued in Washington, DC on June 26, 1998.

Eric Gabler,

Manager, Passenger Facility Charge Branch.
[FR Doc. 98-17854 Filed 7-6-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Traffic Alert and Collision Avoidance System (TCAS) Airborne Equipment, TCAS II

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Technical Standard Order (TSO) pertaining to traffic alert and collision avoidance system (TCAS) airborne equipment, TCAS II. The proposed TSO prescribes the minimum operational performance standards that TCAS II equipment must meet to be identified with the marking "TSO-C119b."

DATES: Comments must identify the TSO file number and be received on or before August 17, 1998.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. Comments must identify the TSO file number.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, FAX No. (202) 267-5340.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

This TSO is proposed to provide for performance enhancement to Traffic Alert and Collision Avoidance System II (TCAS II) Airborne Equipment. There have been a significant number of changes to the TCAS II software. Version 7.0 of the TCAS II will also be utilized by ICAO member states with the mandates for equipage of Airborne Collision Avoidance System (ACAS II). Areas of improvement include TCAS-TCAS reversal, horizontal miss distance filtering, surveillance improvements to extend effective range and reduce interference in high density traffic areas, reduction of nuisance Traffic Advisories operating in Reduced Vertical Separation Minimum (RVSM) airspace, etc. Also, display and aural changes

were made to improve flight crew recognition and understanding issues.

Marking in addition to those required by 14 CFR 21.607 would be required for TSO-C119b articles.

The proposed TSO would require the TSOA holder to provide the article purchaser with certain data described in Paragraph 5 of proposed TSO-C119b. Data that would be furnished with each manufactured article includes operating instructions and equipment limitations, installation procedures, limitations, and related information, equipment specifications and designations, maintenance instructions, and environmental qualification forms. Additional information would be required for articles that accomplish additional functions; that information would need to be sent to the purchaser once, even if several identical articles are purchased.

How to Obtain Copies

A copy of the proposed TSO-C119b may be obtained via Internet (<http://www.faa.gov/avr/air/100home.htm>) or on request from the office listed under **FOR FURTHER INFORMATION CONTACT**. Copies of RTCA, Inc. Document No. DO-185A, "Minimum Operational Performance Standards for An Active Traffic Alert and Collision Avoidance System II (TCAS II) Airborne Equipment," dated December 16, 1997. RTCA Document No. 160D, "Environmental Conditions and Test Procedures for Airborne Equipment," dated July 29, 1997; and RTCA Document No. DO-178B, "Software Considerations in Airborne Systems and Equipment Certification," dated 1, 1992, may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on June 30, 1998.

Abbas A. Rizvi,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with title 49 CFR 211.9 and 211.41, notice is hereby given that the following railroads have petitioned the Federal Railroad Administration (FRA) for exemption from or waiver of compliance with a requirement of its safety standards. Their petitions are described below, including the

regulatory provisions involved, and the nature of the relief being requested.

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 of their request.

All communications concerning these proceedings should identify the appropriate waiver petition docket number and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW., Mail Stop 10, Washington, DC 20590.

Communications received within 45 days of the date of 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. to 5 p.m.) in Room 7051, 1120 Vermont Street, NW., Washington, DC. The individual petitions are as follows:

National Railroad Passenger Corporation (Amtrak)

FRA Waiver Petition Docket No. HS-98-01

Amtrak requests a waiver to maintain train and engine employee's hours of duty records in an electronic program in lieu of manually signed paper records.

Florida East Coast Railway Company (FEC)

FRA Waiver Petition Docket No. HS-98-02

FEC requests a waiver to utilize their "Paperless Time Ticket Program" to produce an electronic record of train and engine employee hours of duty in lieu of manually signed paper records.

Both Amtrak and the FEC request a waiver of compliance with certain provisions of FRA Safety Regulations (Hours of Service of Railroad Employees). The waivers requested seek relief from Title 49 Code of Federal Regulations (CFR) Part 228.9(a)(1) for each railroad to utilize a computerized system of recording hours of duty data. Part 228.9(a)(1) requires that records maintained under Part 228 be signed by the employee whose time is being recorded, or in the case of train and engine crews, signed by the ranking crew member. Amtrak and the FEC seek