

consolidation of the four TRACONs as well as building siting and construction. All reasonable building alternatives, including a no build option, will be considered. This first tier will also evaluate, at a programmatic level, potential airspace changes that could result from a decision to consolidate; however, it will not address specific changes to aircraft routes. A subsequent tier, or tiers, will be prepared and considered at a later date to assess the potential impacts resulting from air traffic control procedural changes associated with the proposed consolidation of these facilities as these issues become ripe for decision. All reasonable alternatives will be considered including the no-change option. The airspace tier (2nd tier) will evaluate alternatives to air traffic control routes and procedures beyond the immediate airport area. Changes to existing take-off and/or landing noise abatement procedures are not being considered. In order to ensure that all significant issues pertaining to the proposed action are identified, public scoping meetings will be held.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph Champley, Project Support Specialist, Federal Aviation Administration, Suite 400, 8201 Corporate Drive, Landover, Maryland 20785 (800) 762-9531. Email: joe.champley@faa.dot.gov.

SUPPLEMENTARY INFORMATION: A TRACON facility provides radar air traffic control services to aircraft operating on Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) procedures beyond 5 miles and generally within 50 miles of the host airport at altitudes from the surface to approximately 17,000 feet. These distances and altitudes may vary depending on local conditions and infrastructural constraints such as adequate radar and radio frequency coverage. The primary function of the TRACON is to provide a variety of air traffic control services to arrival, departure, and transient aircraft within its assigned airspace. These services include aircraft separation, in flight traffic advisories and navigational assistance. The four existing TRACON facilities provide terminal radar air traffic control services to the four major airports and a number of small reliever airports located within the study area.

Current technologies exist that allow for the siting of TRACON facilities away from an airport environment. This capability also allows for the consolidation of facilities when it makes economic and environmental sense. Three of the four facilities that are the

subject of this study are at or approaching their designed life-cycle and are not able to accommodate expected increases in air traffic demand or planned equipment modernization. The FAA recently performed a cost to benefit analysis and found that the consolidation of these four TRACONs was economically advantageous to the government and users of their services.

In addition to the proposed infrastructural improvements, the FAA will conduct an in depth analysis of the air traffic control operational environment. The purpose is to determine what, if any, new ATC procedures can be implemented that will take advantage of facility consolidation, improved aircraft performance, and new and emerging ATC technologies. These items will be addressed in the second tier of the EIS.

The project study area is generally within a 75 miles radius of the Georgetown Non-Directional Radio Beacon, a radio navigational aid located near the Chain Bridge.

Public Scoping Meetings: To facilitate the receipt of comments on the first tier, five public scoping meetings will be held. The meetings will be held from 2 to 4 p.m. and 7 to 10 p.m. at the following locations:

August 3, 1998 at Hillcrest Elementary School, 1500 Frederick Road, Baltimore (Catonsville), MD 21228 (At the intersection of S. Rolling Road (I-195 away from BWI) and Frederick Road)

August 4, 1998 at the Holiday Inn Capitol, 550 C St SW, Washington, DC 20024 (Between National Air and Space Museum and Dept. of Transportation (intersection of C and 5th or 6th Street) near L'Enfant Plaza Metro Station)

August 6, 1998 at Chantilly High School, 4201 Stringfellow Road, Chantilly, VA 22033 (Off Stringfellow Road, Between Route 50 and Route 29)

August 10, 1998 at the Westpark (Holiday Inn) Hotel, 1900 North Fort Myer Drive, Arlington, VA 22209 (Adjacent to Key Bridge in Arlington)

August 12, 1998 at the Colony South, 7401 Surratts Road, Clinton, MD 20748 (Near Andrews AFB, off Route 5 in Clinton, MD)

A separate meeting will be held from 1 to 4 p.m. for Federal, State, and local agency staff in accordance with NEPA coordination requirements:

August 5, 1998 at the Holiday Inn Capitol, 550 C St SW, Washington, DC 20024 (Between National Air and Space Museum and Dept. of Transportation (intersection of C and

5th or 6th Street) near L'Enfant Plaza Metro Station)

The scoping period for this project formally begins with this announcement. Scoping will conclude forty-five days after the date of this announcement.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions on the scope are invited from Federal, State, and local agencies, and other interested parties.

Comments and suggestions may be sent to: FAA Potomac TRACON Project, c/o Mr. Fred Bankert, PRC Inc., 12005 Sunrise Valley Drive, Reston, VA 20191-3423. EMAIL: fred.bankert@faa.dot.gov

Dated: July 9, 1998.

Walter Kwiatek,

Acting Potomac Program Director.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance/ RST-97-3

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.

The purpose of Amtrak's petition is to secure approval from FRA to operate equipment known as express cars at up to four inches of cant deficiency in passenger trains that are now permitted to operate at four inches of cant deficiency.

Amtrak is presently taking delivery of its first order of express cars. Amtrak states that this equipment will be used on trains primarily for time-sensitive and perishable express items. Amtrak also states that the growth of its express business is a critical component to its plan to recover all of its operating costs by 2002.

For several years, Amtrak has operated passenger trains with a variety of equipment at four inches of cant deficiency (underbalance) on tracks either owned by Amtrak or by other railroads such as the former Union Pacific, Burlington Northern, and the Southern Pacific railroads.

Currently, 49 CFR 213.57(b) permits a maximum of three inches to be used as

the underbalance term (cant deficiency) in the formulation of curve/speed tables by track maintenance engineers defining train speeds for curved track superelevations for any route between two points. The waivers granted Amtrak and the other railroads to permit the substitution of four inches in the Vmax formula in § 213.57.

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 RST-97-3) 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 July 6, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance/ Docket No. H-98-2

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.

The purpose of Amtrak's petition is to secure approval from FRA to conduct testing and demonstrations of the Talgo trainset at operating speeds up to 125

mph and four inches of cant deficiency on Amtrak's Northeast Corridor. Amtrak anticipates the testing 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. Amtrak states that this testing can only be accomplished on the Northeast Corridor.

In order to conduct the testing and demonstrations, Amtrak requests a waiver from 49 CFR 213.9, Classes of track, which currently limits the maximum train speed to 110 mph, and Section 213.57(b), Curves; Elevations and Speed Limitations, which currently permits a maximum of three inches to be used as the underbalance term (cant deficiency) in the determination of the maximum speed on a curve based on superelevation and degree of curvature.

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 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 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 July 6, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

[CO-99-91]

Proposed Collection; Comment Request for Regulation Project

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning an existing final regulation, CO-99-91 (TD 8490), Limitations on Corporate Net Operating Loss (§ 1.382-3).

DATES: Written comments should be received on or before September 14, 1998 to be assured of consideration.

ADDRESSES: Direct all written comments to Garrick R. Shear, Internal Revenue Service, room 5571, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the regulation should be directed to Carol Savage, (202) 622-3945, Internal Revenue Service, room 5569, 1111 Constitution Avenue NW., Washington, DC 20224.

SUPPLEMENTARY INFORMATION:

Title: Limitations on Corporate Net Operating Loss.

OMB Number: 1545-1345.

Regulation Project Number: CO-99-91.

Abstract: This regulation modifies the application of the segregation rules under Internal Revenue Code section 382 in the case of certain issuances of stock by a loss corporation. The regulation provides exceptions to the segregation rules for certain small issuances of stock and for certain other issuances of stock for cash. The regulation also provides that taxpayers