

Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-98-4032.

Date Filed: July 8, 1998.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope August 5, 1998.

Description: Application of Gemini Air Cargo, Inc. pursuant to 49 U.S.C. 41102 and Subpart Q, applies for a certificate of public convenience and necessity authorizing it to provide scheduled foreign air transportation of property and mail between any point or points in the United States, or any territory or possession of the United States, on the one hand, and any point or points in the countries listed in this application.

Docket Number: OST-98-4046.

Date Filed: July 10, 1998.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope August 7, 1998.

Description: Application of Emery Worldwide Airlines, Inc. pursuant to 49 U.S.C. 41102 and Subpart Q, applies to amend segment 1 of its Route 598 certificate to engage in scheduled foreign air transportation of property and mail between any point or points in the United States and any point or points in the countries listed in this application.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 98-19297 Filed 7-17-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Blue Grass Airport, Lexington, KY

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 use the revenue from a

PFC at Blue Grass 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).

DATES: Comments must be received on or before August 19, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Boulevard, Suite #302, Memphis, TN 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jon Zachem, Executive Director of the Blue Grass Airport at the following address: Lexington-Fayette Urban County Airport Board, 4000 Versailles Road, Lexington, KY 40510.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Blue Grass Airport under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Cynthia K. Wills, Program Manager, Memphis Airports District office, 3385 Airways Boulevard, Suite #302, Memphis, TN 38116-3841, (901) 544-3495 Extension 16. The application may be reviewed in person at this location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Blue Grass Airport under 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 July 13, 1998, the FAA determined that the application to use the revenue from a PFC submitted by Lexington-Fayette Urban County Airport Board 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 29, 1998.

The following is a brief overview of the application.

PFC Application Number: 98-04-U-00-LEX.

Level of the proposed PFC: \$3.00.

Actual charge effective date: November 1, 1993.

Estimated charge expiration date: September 1, 2005.

Total estimated PFC revenue: \$329,563.

Brief description of proposed project: Design and construction of a centralized glycol storage facility.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135, non-scheduled, whole-plane charter basis (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 Blue Grass Airport.

Issued in Memphis, Tennessee, on July 13, 1998.

LaVerne F. Reid,

Manager, Airports District Office, Southern Region.

[FR Doc. 98-19295 Filed 7-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In June 1998, there were 12 applications approved. Additionally, three approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of section 158.29.

PFC Applications Approved

Public Agency: Kenton County Airport Board, Covington, Kentucky.

Application Number: 98-04-C-00-CVG.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$32,911,000.

Earliest Charge Effective Date: April 1, 1999.

Estimated Charge Expiration Date: January 1, 2001.

Classes of Air Carriers Not Required to Collect PFC's: (1) Part 121 supplemental operators which operate at the airport without an operating

agreement with the public agency and which enplane less than 1,500 passengers per year; and (2) Part 135 on-demand air taxis, both fixed wing and rotary.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual enplanements at Cincinnati/Northern Kentucky International Airport.

Brief Description of Projects Approved for Collection and Use:

Southwest detention facility (including land purchase).
Runway 35R large hold pad and deicing recovery system.
Perimeter road at security identification display area fence.
Fixed base operator apron and taxiway construction.

Decision Date: June 3, 1998.

FOR FURTHER INFORMATION CONTACT:

Tommy L. Dupree, Memphis Airports District Office, (901) 544-3495.

Public Agency: Roanoke Regional Airport Commission, Roanoke, Virginia.

Application Number: 98-01-C-00-ROA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$7,154,143.

Earliest Charge Effective Date: September 1, 1998.

Estimated Charge Expiration Date: March 1, 2006.

Classes of Air Carriers Not Required To Collect PFC's: Part 135 on-demand air taxis filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that each proposed class accounts for less than 1 percent of the total annual enplanements at Roanoke Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Construct perimeter road.
Install ramp lighting and runway pull boxes.
Construct general aviation apron, taxiways, and access road.
Obstruction removal runway 6 and runway 15.
Rehabilitate aircraft rescue and firefighting (ARFF) vehicle and acquire radios.
Acquire snow removal equipment (SRE).
Acquire handicap passenger lift device.
Construct heliport improvements.
Install airport signage and electrical vault.

Update airport master plan.
Upgrade airport sign system.
Develop air cargo ramp.
Install new terminal main entrance door system.
Runway 24 tunnel rehabilitation.
Construct snow equipment and maintenance building.
Construct lower regional holdroom and escalator.
Demolish building No. 1 for airport development.
Acquire land runway 24 protection zone.

Brief Description of Project Partially Approved for Collection and Use: PFC program formulation and annual administrative costs.

Determination: Partially approved. The FAA has determined that the cost estimated by the public agency for the collection, reporting, and auditing of PFC revenues is excessive. Based on cost requests for similar airports, the FAA used a cost of \$3,000 per year to estimate the allowable annual administrative cost.

Brief Description of Disapproved Project: Demolish Building 6 for airport development.

Determination: The FAA has determined that since the existing building is not a hazard and does not impede eligible airport development, the project does not meet the PFC eligibility criteria.

Decision Date: June 10, 1998.

For Further Information Contact: Terry Page, Washington Airports District Office, (703) 285-2305.

Public Agency: City of Redmond, Oregon.

Application Number: 98-02-C-00-RDM.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$571,248

Earliest Charge Effective Date: October 1, 2000.

Estimated Charge Expiration Date: February 1, 2003.

Class of Air Carriers not Required To Collect PFC's: Part 135 air taxi/commercial operators who conduct operators in air commerce carrying persons for compensation or hire, except air taxi/commercial operators operating public or private charters in aircraft with a seating capacity of 10 or more.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Roberts Field—Redmond Municipal Airport.

Brief Description of Projects Approved for Collection and Use:

Construct electrical vault and acquire emergency generator.
Master plan update.
Extend taxiway G and construct taxiways J and M.
Install precision approach path indicator to runway 28.
Construct ARFF facility.
Acquire passenger access lift.
Acquire airport sweeper/broom.
Acquire SRE.

Brief Description of Projects Withdrawn:

Reconstruct taxiway F north and construct exit taxiway.
Construct snow removal equipment and operations facility.
Reconstruct taxiway F south and relocate and construct taxiway H.

Determination: These projects were withdrawn by the public agency in a letter dated March 25, 1998. Therefore, the FAA did not rule on these projects in this decision.

Decision Date: June 16, 1998.

For Further Information Contact:

Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: Bert Mooney Airport Authority, Butte, Montana.

Application Number: 98-04-C-BTM.

Application Type: Impose and use a PFC

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$215,040.

Earliest Charge Effective Date: July 1, 2001.

Estimate Charge Expiration Date: August 1, 2004.

Class of Air Carriers not Required To Collect PFC's: On demand non-scheduled air taxi/commercial operators.

Determination: Approved. Based on the information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Bert Mooney Airport.

Brief Description of Project Approved for Collection and Use: Land acquisition.

Decision Date: June 17, 1998.

For Further Information Contact:

David P. Gabbert, Helena Airports District Office, (406) 449-5271.

Public Agency: County of Routt, Hayden, Colorado.

Application Number: 98-03-C-00-HDN.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$1,130,176.

Earliest Charge Effective Date:
September 1, 1998.

Estimated Charge Expiration Date:
December 1, 2002.

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

Brief Description of Projects Approved for Collection and Use:

Construct ARFF/SRE building.

Perimeter fencing.

Terminal area master plan study.

Terminal holdroom expansion.

Commercial apron overlay and expansion.

SRE.

Decision Date: June 18, 1998.

For Further Information Contact:

Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: Jackson Hole Airport Board, Jackson, Wyoming.

Application Number: 98-05-I-00-JAC.

Application Type: Impose a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,850,000.

Earliest Charge Effective Date: August 1, 1998.

Estimated Charge Expiration Date:
January 1, 2003.

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

Brief Description of Project Approved for Collection Only: Overlay runway and safety areas.

Decision Date: June 18, 1998.

For Further Information Contact:

Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: City of San Jose, California.

Application Number: 98-06-I-00-SJC.

Application Type: Impose a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$35,000,000.

Earliest Charge Effective Date:
October 1, 1998.

Estimated Charge Expiration Date:
February 1, 2001.

Class of Air Carriers not Required to Collect PFC's: Air taxi/commercial operators exclusively filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at San Jose International Airport.

Brief Description of Project Approved for Collection Only: Runway 12R/30L and taxiway connections reconstruction to 8,900 linear feet.

Decision Date: June 22, 1998.

For Further Information Contact:

Maryls Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: Port of Seattle, Seattle, Washington.

Application Number: 98-04-C-00-SEA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$852,885,000.

Earliest Charge Effective Date: January 1, 2004.

Estimated Charge Expiration Date:
January 1, 2023.

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

Brief Description of Projects Approved for Use:

Regional ARFF training facility.

Runways 16L-16R safety area improvements.

Brief Description of Project Partially Approved for Use: Passenger conveyance system.

Determination: Partially approved.

The costs associated with the refurbishment of the train maintenance facility and the temporary transportation are not eligible.

Brief Description of Projects Approved for Collection and Use:

Third runway.

Concourse A expansion.

Access roadway improvements.

Brief Description of Projects Approved for Collection Only:

Security system upgrade.

Noise remedy program.

Airfield pavement and infrastructure improvements: taxiway pavement replacement; transitional navigation aids and lighting system; apron pavement replacement.

Brief Description of Project Approved for Collection Only: Terminal infrastructure upgrades.

Determination: Partially approved. The FAA has determined that the public agency did not provide a sufficient description or justification for several of the proposed elements to allow a determination of nominal eligibility for those elements. The elements in question include the upgrades of lighting fixtures, ceilings, floorings, wall finishes, restrooms, and utility systems; the International Arrivals facility; the seismic upgrades; and the commuter terminal and signage upgrades.

Decision Date: June 24, 1998.

For Further Information Contact:

Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: County of Del Norte, Crescent City, California.

Application Number: 98-01-C-00-CEC.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$58,330.

Earliest Charge Effective Date:
September 1, 1998.

Estimated Charge Expiration Date:
September 1, 2001.

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

Brief Description of Project Approved for Collection and Use:

Airport sign system.

Obstruction removal.

Update airfield marking.

Part 139—certification/safety compliance.

Airport rotating beacon and tower.

Site development and construction of access taxiways phase 1.

Terminal apron expansion.

Brief Description of Project Disapproved: Rehabilitate emergency generator system.

Determination: Disapproved. The FAA has determined that removal of an underground fuel storage tank and replacement with an above ground tank is not included in 49 U.S.C. 47102(3)(F). Rather, the replacement of underground storage tanks falls within the Resource Conservation and Recovery Act, which is not among the Acts included in the definition of airport development in 49 U.S.C. 47102(3)(F). Therefore, this project does not meet the requirements of § 158.15(b).

Decision Date: June 26, 1998.

For Further Information Contact:

Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: City of Sioux City, Iowa.

Application Number: 98-03-C-00-SUX.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$610,536.

Earliest Charge Effective Date:
December 1, 2001.

Estimated Charge Expiration Date:
March 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Rehabilitation of taxiway Bravo.

Reconstruction of taxiway Charlie and the air carrier ramp.

Update airport master plan.

Replacement of snow plow 29.

Reconstruction of taxiway Alpha (south).

Reconstruction of taxiway Bravo.
 Reconstruction of taxiway Echo.
Decision date: June 26, 1998.
For Further Information Contact:
 Lorna Sandridge, Central Region
 Airports Division, (816) 426-4730.
Public Agency: Metropolitan
 Knoxville Airport Authority, Knoxville,
 Tennessee.
Application Number: 98-06-C-00-
 TYS. .
Application Type: Impose and use a
 PFC.
PFC Level: \$3.00.
*Total PFC Revenue Approved in This
 Decision:* \$57,921,122.
Earliest Charge Effective Date: May 1,
 1999.
Estimated Charge Expiration Date:
 July 1, 2021.
*Class of Air Carriers Not Required To
 Collect PFC's:* Nonscheduled, whole-
 plane charter operators by air taxi/
 commercial operators filing FAA Form
 1800-31.
Determination: Approved. Based on
 information contained in the public
 agency's application, the FAA has

determined that the proposed class
 accounted for less than 1 percent of the
 total annual enplanements at McGhee
 Tyson Airport.
*Brief Description of Projects Approved
 for Collection and Use:* Terminal
 construction/rehabilitation.
Decision Date: June 26, 1998.
For Further Information Contact: Jerry
 Bowers, Memphis Airports District
 Office, (901) 544-3495.
Public Agency: Tri-State Airport
 Authority, Huntington, West Virginia.
Application Number: 98-03-C-00-
 HTS.
Application Type: Impose and use a
 PFC.
PFC Level: \$3.00.
*Total PFC Revenue Approved in This
 Decision:* \$365,138.
Earliest Charge Effective Date:
 February 1, 1999.
Estimated Charge Expiration Date:
 March 1, 2001.
*Class of Air Carriers Not Required To
 Collect PFC's:* (1) Unscheduled Part 135
 charter operators for hire to the general
 public; and (2) unscheduled Part 121

charter operators for hire to the general
 public.
Determination: Approved. Based on
 information contained in the public
 agency's application, the FAA has
 determined that the proposed class
 accounted for less than 1 percent of the
 total annual enplanements at Tri-State
 Airport.
*Brief Description of Projects Approved
 for Collection and Use:*
 Prepare PFC application number 3.
 Design and construct SRE building.
 Purchase aircraft de-icing truck.
 Purchase four-wheel drive pickup with
 snowplow.
 Acquire security vehicle.
 Acquire self propelled access lift.
 Drainage/de-icing study and drainage
 rehabilitation.
 Reseal and rehabilitate airline ramp.
Decision Date: June 26, 1998.
For Further Information Contact:
 Elonza Turner, Beckley Airports Field
 Office, (304) 252-6216.

Amendments to PFC Approvals

Amendment No. city, state	Amendment approved date	Original Approved net PFC revenue	Amended Approved Net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
94-02-C-03-DAY, Dayton, OH	06/16/98	\$58,377,638	\$45,742,740	04/01/11	01/01/10
94-02-C-02-SUX, Sioux City, IA	06/22/98	2,242,569	1,895,024	06/01/06	12/01/01
94-01-C-02-ISP, Islip, NY	06/29/98	19,418,406	21,290,023	01/01/06	04/01/10

Issued in Washington, DC, on July 15,
 1998.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 98-19296 Filed 7-17-98; 8:45 am]
 BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition, DP98-004

AGENCY: National Highway Traffic Safety Administration (NHTSA), United States Department of Transportation.
ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety. The petition is hereinafter identified as DP98-004.
FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects

Investigation (ODI), NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5206.
SUPPLEMENTARY INFORMATION: Mr. Edward J. Lucas of Richardson, Texas, submitted a petition dated May 4, 1998, requesting that an investigation be initiated to determine whether Model Year (MY) 1995 Ford Windstar minivans contain a defect related to motor vehicle safety within the meaning of 49 U.S.C. Chapter 301. The petition alleges that MY 1995 Ford Windstars have a defective automatic transmission that can fail, creating a safety hazard. In support of his petition, the petitioner included not only a description of the problems he experienced with his vehicle, but also a printout of transmission complaints registered by other Windstar owners on one Internet website.
 MY 1995 Ford Windstars equipped with an AX4S automatic transaxle are the subject vehicles. The transaxle combines a torque converter, fully automatic 4-speed transmission, final drive gearing, and differential into a front wheel drive system.
 A review of agency data files, including information reported to

NHTSA's Auto Safety Hotline by consumers, indicated that aside from the petition, there were 27 reports concerning failure or malfunction of the transmission in the subject vehicles. These reports address issues of inadvertent downshifting, transmission gear slippage, difficult shifting, noise, and economic/quality problems. There were no reports of injuries or crashes resulting from these transmission failures. These reports appear to be similar in nature to those Internet complaints included with the petition.
 It appears that the failure or malfunction of the transmission on the subject vehicles primarily resulted from a cracked forward drive clutch aluminum piston inside the transaxle assembly. Ford Motor Company (Ford) addressed this issue in Technical Service Bulletin (TSB) No. 94-24-7.
 The forward clutch piston may crack on its outside diameter, seal groove or bottom. The crack allows transmission fluid to leak through the crack, causing slippage in forward drive and disability of forward drive.
 When the transmission is hot, the transmission fluid viscosity becomes low. When the clutch piston is cracked