

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]

BILLING CODE 4910-13-M

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

(#55532 at MP 19.9) in Washington, MI, to milepost 37.7 near Pontiac Station (#55610 at MP 25.8 on the Holly Subdivision) in Pontiac, MI, a distance of 18.2 miles, in Macomb and Oakland Counties, MI. The line includes the stations of Washington (#55532 at MP 19.9), Rochester (#55535 at MP 26.3), and Auburn Heights (#55536 at MP 31.7), and traverses United States Postal Service ZIP Codes 48094, 48316, 48307, 48309, 48326, and 48341. Neither Pontiac Station nor the Holly Subdivision is included in the line proposed to be abandoned.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. The applicant's entire case (case-in-chief) for abandonment was filed with the application.

This line of railroad has appeared on the applicant's system diagram map in category 1 since April 3, 1998.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file with the Surface Transportation Board written comments concerning the proposed abandonment or protests (including the protestant's entire opposition case), by October 23, 1998. All interested persons should be aware that following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (§ 1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. 1247(d) (§ 1152.29 of the Board's rules) must be filed by October 23, 1998. The due date for applicant's reply to protests and its response to trail use requests is November 9, 1998. Persons who may oppose the abandonment but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses containing detailed evidence should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed abandonment that do wish to participate actively and fully in the process should file a protest.

In addition, a commenting party or protestant may provide:

(i) An offer of financial assistance, pursuant to 49 U.S.C. 10904 (due 120 days after the application is filed or 10

days after the application is granted by the Board, whichever occurs sooner);

(ii) Recommended provisions for protection of the interests of employees;

(iii) A request for a public use condition under 49 U.S.C. 10905; and

(iv) A statement pertaining to prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. 1247(d) and § 1152.29.

Parties seeking information concerning the filing of protests should refer to § 1152.25.

Written comments and protests, including all requests for public use and trail use conditions, must indicate the proceeding designation STB No. AB-31 (Sub-No. 33) and should be filed with the Secretary, Surface Transportation Board, Washington, DC 20423, no later than October 23, 1998. Interested persons may file a written comment or protest with the Board to become a party to this abandonment proceeding. A copy of each written comment or protest shall be served upon the representatives of the applicant, Robert P. vom Eigen and Jamie P. Rennert, Hopkins & Sutter, 888 Sixteenth Street, NW, Washington, DC 20006, Tel: (202) 835-8000. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

The line sought to be abandoned will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment, in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is Yves Lemieux, Director, Business Planning and Network Restructuring, Canadian National Railway Company, P.O. Box 8100, Montreal, Quebec, Canada H3C 3N4, Tel: (514) 399-4231.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental

issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in abandonment proceedings normally will be made available within 33 days of the filing date of the application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

Decided: September 21, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 98-25898 Filed 9-25-98; 8:45 am]

BILLING CODE 4915-00-M

DEPARTMENT OF THE TREASURY

Office of the General Counsel

Appointment of Members of the Legal Division to the Performance Review Board, Internal Revenue Service

Under the authority granted to me as Chief Counsel of the Internal Revenue Service by the General Counsel of the Department of the Treasury by General Counsel Order No. 21 (Rev. 4), and pursuant to the Civil Service Reform Act, I hereby appoint the following persons to the Legal Division Performance Review Board, Internal Revenue Service Panel:

1. Chairperson, Marlene Gross, Deputy Chief Counsel;
2. Neal Wolin, Deputy General Counsel;
3. Joseph Maselli, Northeast Regional Counsel;
4. Richard J. Mihelcic, Associate Chief Counsel (Finance and Management)
5. Paul Kugler, Assistant Chief Counsel (Passthroughs & Special Industries); and
6. James W. Clark, Pacific Northwest District Counsel.

This publication is required by 5 U.S.C. 4314(c)(4).

Stuart L. Brown,

Chief Counsel, Internal Revenue Service.

[FR Doc. 98-25750 Filed 9-25-98; 8:45 am]

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