

and use the revenue from a PFC at the Northwest Alabama Regional 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 Par 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 8, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Northwest Alabama Regional Airport Authority, Inc., 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 January 26, 1999.

The following is a brief overview of the application.

PFC Application No.: 98-03-C-00-MSL.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1999.

Proposed charge expiration date: September 30, 2003.

Total estimated PFC revenue: \$107,600.

Brief description of proposed project(s): Rehabilitate Runway/Taxiway Lighting & Sign Circuits; Extend Taxiway "B" & Associated Marking & Lighting; Sealcoat/Crackfill/Mark Taxiways "B", "C", & "D", Sealcoat/Crackfill/Mark East/West Ramps; Perimeter Fencing.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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 Northwest Alabama Regional Airport.

Issued in Jackson, MS, on October 8, 1998.

Wayne Atkinson,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 98-27728 Filed 10-15-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Announcement of the August 1998 Revision of the Federal Aviation Administration Change 9 of the Standard Clauses

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of the August 1998 revision Change 9 of the Standard clauses used in FAA procurement contracts and Screening Information Requests (SIR), as well as the latest versions of the real property and utility clauses.

ADDRESSES: The complete text of the August 1998 revision of the FAA Change 9 of the Standard clauses and the latest versions of the real property and utility clauses are available on the Internet at <http://fast.faa.gov/>. Use of the Internet World Wide Web Site is strongly encouraged for access to copies of the FAA Acquisition Management System and the current clauses. If Internet service is not available, requests for copies of these documents may be made to the following address: FAA Acquisition Reform, ASU-100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Yvonne Joseph, Procurement Management Branch, Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington DC 20591, (202) 267-8638.

SUPPLEMENTARY INFORMATION: On October 31, 1995, Congress passed an Act, Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996 [see notice of availability at 61 FR 15155 (April 4, 1996)].

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Public Law 104-264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title II and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on October 7, 1998.

Gilbert B. Devey, Jr.,

Director of Acquisitions, ASU-1.

[FR Doc. 98-27796 Filed 10-15-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Chester County, PA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Chester County, Pennsylvania.

FOR FURTHER INFORMATION CONTACT: Deborah Suci Smith, Environmental Specialist, Federal Highway Administration, Pennsylvania Division Office, Room 558, 228 Walnut Street, Harrisburg, PA 17101-1720, Telephone: (717) 221-3785 or Michael J. Girman III, P.E., Project Manager, Pennsylvania Department of Transportation, District 6-0, 200 Radnor-Chester Road, St. David's, PA 19087, Telephone: (610) 964-6530.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Pennsylvania Department of Transportation (PennDOT), will prepare an Environmental Impact Statement (EIS) to identify and evaluate alternatives for transportation improvements to approximately 14.5 kilometers (9 miles) of S.R. 41 from S.R. 926 to the Delaware state line. Improvements in the corridor are considered necessary to address deficient safety, traffic congestion and poor roadway infrastructure. Included in the overall project will be the identification of a range of alternatives that meet the identified project need, and supporting environmental documentation and analysis to recommend a selective alternative for implementation. Through a Congestion Management System analysis, it has been determined that project needs cannot be met without adding significant single occupant vehicle capacity. A complete public involvement program is part of the project. Cooperating agencies for this proposed project are the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers.

A study of the project needs was prepared in 1994 and presented to Federal and State regulatory and resource agencies. A Preliminary Alternatives Analysis Report is being prepared to identify and evaluate potential alternatives which would meet the project need. Alternatives under consideration will include: No Build; Widening Alternative (two to four

lanes); Short Alternative (bypass of Avondale Borough only); and Long Alternative (bypass of Avondale Borough and Chatham Village). These alternatives will be the basis for recommendation of alternatives to be carried forward for detailed environmental and engineering studies in the EIS.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Letters describing the proposed actions and soliciting comments will be sent to appropriate federal, state and local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Comments or questions concerning this proposed action and the EIS should be directed to FHWA or PennDOT at the addresses provided above.

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

Issued on: October 8, 1998.

Deborah Suci Smith,

FHWA Environmental Specialist, Harrisburg, PA.

[FR Doc. 98-27858 Filed 10-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board¹

[STB Finance Docket No. 33669]

The Indiana Rail Road Company; Trackage Rights Exemption; Monon Rail Preservation Corporation

Monon Rail Preservation Corporation (Monon), a Class III rail carrier, has agreed to grant local trackage rights to The Indiana Rail Road Company (INRD), a Class III rail carrier, over its rail line between milepost Q217.67 at Hunters, IN, and MP Q213.41 at Ellettsville, IN, a distance of 4.26 miles.

The transaction is scheduled to become effective immediately upon consummation of the transaction in STB Finance Docket No. 33668, which is scheduled to take place on or after October 9, 1998.

The purpose of the trackage rights will permit INDR to ensure continuity of service to the shipper on the line pending consummation of the operating agreement.

Upon 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transaction under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33669, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on John Broadley, Jenner & Block, 601 13th Street N.W., 12th floor, Washington, DC 20005.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: October 8, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98-27865 Filed 10-15-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33668]

Monon Rail Preservation Corporation; Acquisition Exemption; Lines of CSX Transportation, Inc., in Monroe County, IN

Monon Rail Preservation Corporation (Monon), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire 4.26 miles of rail line from CSX Transportation, Inc. (CSXT), between

milepost Q217.67 at Hunters, IN, and milepost Q213.41 at Ellettsville, IN.¹

The transaction is scheduled to be consummated on or shortly after October 9, 1998.

This transaction is related to STB Finance Docket No. 33669, *The Indiana Rail Road Company—Trackage Rights Exemption—Monon Rail Preservation Corporation*, wherein The Indiana Rail Company will enter into a trackage rights agreement with Monon for the operation of the line being acquired by Monon from CSXT.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33668, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Theodore J. Ferguson, Esq., Ferguson & Ferguson, 403 East Sixth Street, Bloomington, IN 47408-4098.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: October 8, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98-27864 Filed 10-15-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Submission to OMB for Review; Comment Request

September 11, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

¹ Monon certifies that its projected revenues will not exceed those that would qualify it as a Class III rail carrier.

¹ See *Monon Rail Preservation Corporation—Acquisition Exemption—Lines of CSX Transportation, Inc.*, STB Finance Docket No. 33668 (STB served Oct. 16, 1998), in which Monon has invoked the class exemption at 49 CFR 1150.31 to permit to acquire the line.