

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]

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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.

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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