

*Number of Respondents:* 49,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 10 minutes.

*Estimated Average Burden:* 8,167 hours.

4. Farm Arrangement Questionnaire—0960-0064. SSA needs the information collected on form SSA-7157-F4 to determine if farm rental income may be considered self-employment income for Social Security coverage purposes. The respondents are individuals alleging self-employment income from renting land for farming activities.

*Number of Respondents:* 38,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 30 minutes.

*Estimated Average Burden:* 19,000 hours.

5. State Contribution Return—0960-0041. SSA uses the information on form SSA 3961 to identify and account for all contributions owed and paid, under section 218 of the Social Security Act. The data is used to balance each deposit made by a State and to allocate the deposited contributions by specific liability. The form is ultimately used to provide audit statements to State agencies and to perform Trust Fund accounting. The respondents are State Social Security agencies (one agency in each state, Puerto Rico, and the Virgin Islands) and each of approximately 65 interstate instrumentalities.

*Number of Respondents:* 10,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 3 minutes.

*Estimated Average Burden:* 500 hours.

(SSA Address)

Social Security Administration,  
DCFAM, Attn: Frederick W.  
Brickenkamp, 6401 Security Blvd., 1-  
A-21 Operations Bldg., Baltimore,  
MD 21235

(OMB Address)

Office of Management and Budget,  
OIRA, Attn: Lori Schack, New  
Executive Office Building, Room  
10230, 725 17th St., NW.,  
Washington, DC 20503

Dated: May 6, 1999.

**Frederick W. Brickenkamp,**

*Reports Clearance Officer, Social Security  
Administration.*

[FR Doc. 99-12172 Filed 5-13-99; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF STATE

### Office of the Secretary

[Public Notice 3054]

#### Determination and Certification Under Section 40A of the Arms Export Control Act

Pursuant to Section 40A of the Arms Export Control Act (Public Law 90-629), as added by the Antiterrorism and Effective Death Penalty Act of 1996 (Public Law 104-132) (22 U.S.C. 2771 *et seq.*), and Executive Order 11958, as amended, I hereby determine and certify to the Congress that the following countries are not cooperating fully with United States antiterrorism efforts:

Afghanistan;  
Cuba;  
Iran;  
Iraq;  
Libya;  
North Korea;  
Sudan; and  
Syria.

This determination and certification shall be transmitted to the Congress and published in the **Federal Register**.

Dated: May 6, 1999.

**Strobe Talbott,**

*Acting Secretary of State.*

[FR Doc. 99-12259 Filed 5-13-99; 8:45 am]

BILLING CODE 4710-10-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Mobile Regional Airport, Mobile, AL

**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 impose and use the revenue from a PFC at Mobile 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before June 14, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Roger Engstrom, Director of Aviation, of the Mobile Airport Authority at the following address: Mobile Airport Authority, Post Office Box 88004, Mobile, AL 36608-0004.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Mobile Airport Authority under § 158.23 of Part 158.

#### FOR FURTHER INFORMATION CONTACT:

Keafur Grimes, Program Manager, Jackson Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2308, (601) 965-4628. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comments on the application to impose and use the revenue from a PFC at Mobile 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 4, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by Mobile Airport Authority 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 August 26, 1999.

The following is a brief overview of the application.

PFC Application No.: 99-03-C-00-MOB.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: December 1, 1999.

Proposed charge expiration date: September 30, 2005.

Total estimated PFC revenue: \$5,799,289.

Brief description of proposed project(s): Acquire Passenger Ramp, Land Acquisition, Acquire Airport Beacon, Rehabilitate Taxiways, Rehabilitate Runway 14/32, Upgrade Airport Security System, Acquire Aircraft Air Bags and Passenger Shuttle, and Construct Aviation Ramp.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31.

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 Mobile Airport Authority.

Issued in Jackson, Mississippi on May 4, 1999.

**William D. Shumate,**

*Acting Manager, Jackson Airports District Office, Southern Region.*

[FR Doc. 99-12278 Filed 5-13-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20945]

**Coach USA, Inc., and Yellow Cab Service Corporation—Control—Ross Tours, Inc. [STB Docket No. MC-F-20946]<sup>1</sup>; Coach USA, Inc.—Control—2948-7238 Quebec Inc**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving finance transactions.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier, and its wholly owned noncarrier subsidiaries Yellow Cab Service Corporation (Yellow Cab) and Coach Canada, Inc. (Coach Canada), filed an application<sup>2</sup> under 49 U.S.C. 14303 for Coach and Yellow Cab to acquire control of Ross Tours, Inc. (Ross), and for Coach and Coach Canada to acquire control of 2948-7238 Quebec Inc., d/b/a Visite Touristique de Quebec (VTQ). Persons wishing to oppose the applications must follow the rules under 49 CFR 1182.5 and 1182.8.<sup>3</sup> The Board has tentatively approved the transactions, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by June 28, 1999. Applicants may file a reply by July 13, 1999. If no comments are filed by June 28, 1999, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20945, *et al.* to: Surface Transportation Board, Office of

<sup>1</sup> These proceedings are not consolidated. A single decision is being issued for administrative convenience;

<sup>2</sup> Applicants filed a single pleading. Although the proposed control transactions are unrelated, applicants seek approval in a single application which embraced both transactions. Each transaction has been separately docketed.

<sup>3</sup> Revised procedures governing finance applications filed under 49 U.S.C. 14303 were adopted in *Revisions to Regulations Governing Finance Applications Involving Motor Passenger Carriers*, STB Ex Parte No. 559 (STB served Sept. 1, 1998).

the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** In *Coach USA, Inc., and Coach USA North Central, Inc.—Control—Nine Motor Passenger Carriers*, STB Docket No. MC-F-20931, *et al.* (STB served Nov. 19, 1998),<sup>4</sup> we approved, subject to comments, Coach's transfer of direct control of its operating motor passenger carrier subsidiaries to six noncarrier subsidiaries: Coach USA North Central, Inc., Coach USA Northeast, Inc., Coach USA South Central, Inc., Coach USA Southeast, Inc., Coach USA West, Inc., and Yellow Cab. The published tentative grants of authority in these proceedings were scheduled to become effective on January 4, 1999, unless opposing comments were filed by that date. On January 4, 1999, Ground Systems, Inc., d/b/a Airport Bus filed comments in opposition to the control applications in STB Docket Nos. MC-F-20931, MC-F-20932, MC-F-20933, MC-F-20934, MC-F-20935, and MC-F-20937. No comments in opposition were filed in STB Docket No. MC-F-20936, in which Coach and Yellow Cab sought control of four motor passenger carriers, so that grant of authority became effective on January 4, 1999.<sup>5</sup>

In *Coach USA, Inc. and Coach Canada, Inc.—Control and Continuance in Control—Autocar Connaissance, Inc., Erie Coach Lines Company, and Trentway-Wagar, Inc.*, STB Docket No. MC-F-20938 (STB served Dec. 17, 1998), we approved, subject to comments, Coach Canada's<sup>6</sup> control of Autocar Connaissance, Inc. (Autocar),<sup>7</sup>

<sup>4</sup> A single decision was issued for administrative convenience that included STB Docket Nos. MC-F-20931, MC-F-20932, MC-F-20933, MC-F-20934, MC-F-20935, MC-F-20936, and MC-F-20937.

<sup>5</sup> Coach and Yellow Cab state that the tentative grant of authority in STB Docket No. MC-F-20936 was vacated because comments were filed in response to the application. The statement is incorrect.

<sup>6</sup> Coach Canada is a wholly owned subsidiary of Coach that was established for the purpose of obtaining direct control of Canada-based motor passenger carriers that Coach currently controls or may seek to control in the future.

<sup>7</sup> Autocar subsequently merged with three other affiliated noncarrier entities, the parent of which is 3329003 Canada, Inc., a noncarrier owned by Coach. See *Coach USA, Inc. and Coach Canada, Inc.—Control—Autocar Connaissance, Inc.*, STB Docket No. MC-F-20943 (STB served Jan. 27, 1999).

and Erie Coach Lines Company, and for continuance in control of Trentway-Wagar, Inc.

In STB Docket No. MC-F-20945, Coach and Yellow Cab seek control of Ross.<sup>8</sup> In STB Docket No. MC-F-20946, Coach and Coach Canada seek control of VTQ.<sup>9</sup> The acquisition of control of Ross will be accomplished through stock ownership. According to Coach, the stock of Ross has been placed in an independent voting trust pending disposition of this proceeding. Coach states that it acquired VTQ in the same December 1996 stock transaction in which it acquired control of Autocar, a Quebec-based carrier that is part of the same corporate family as VTQ. Coach states that, while most of VTQ's operations are in Quebec, Coach and Coach Canada have now become aware that VTQ also holds federally issued operating authority in the United States. Having discovered this unresolved control issue, Coach and Coach Canada now seek Board authority to control this carrier.

Applicants submit that there will be no transfer of any federal or state operating authorities held by the carriers to be acquired. Following the consummation of the control transactions, each of the carriers will continue operating in the same manner as before and, according to Coach, granting the applications will not reduce competitive options available to the traveling public. Applicants assert that the carriers to be acquired do not compete to any meaningful degree with one another and that each faces substantial competition from other bus companies and transportation modes.

<sup>8</sup> Ross is a Mississippi corporation. It holds federally issued operating authority in Docket No. MC-175674, which authorizes it to provide charter and special services between points in the United States. It specializes in operations in the Biloxi, MS area, where it provides charter services, including airport shuttle services. It also holds authority issued by the Mississippi Public Utility Commission to conduct intrastate operations. It operates 6 buses; employs 7 persons; and earned annual revenues in fiscal year 1998 of approximately \$406,000. In addition, it operates a fleet of taxicabs and holds federally issued authority to conduct operations as a common carrier of property, although it does not presently engage in any such operations.

<sup>9</sup> VTQ is a Quebec corporation. It holds federally issued operating authority in Docket No. MC-302514, which authorizes it to provide special and charter operations between points in the United States. It also holds a variety of operating authorities issued by Canadian authorities. VTQ focuses its operations on charter and sightseeing services provided in the Quebec City area. On occasion, it provides charter transportation between points in Quebec and points in the Eastern United States. It operates a fleet that ranges up to approximately 25 buses which vary in size depending on the season; employs up to 40 persons during peak season periods; and earned annual revenues in fiscal year 1998 of \$2.6 million.