ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration Airports Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Neilson A. Bertholf, Jr., Aviation Director, City of Phoenix, 3400 Sky Harbor Blvd., Phoenix, AZ 85034–4420.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Phoenix under section 158.23 of FAR Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Milligan, Supervisor, Standards Section, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, Telephone: (310) 725–3621. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Phoenix Sky Harbor International 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 as recodified by Title 49 U.S.C. 40117 (c)(3)) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 30, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the city of Phoenix 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 July 30, 1998.

The following is a brief overview of application No. 98–05–C–00–PHX.

Level of the Proposed PFC: $3.00.

Proposed Charge Effective Date: October 1, 1998.

Proposed Charge Expiration Date: March 1, 2002.

Total Estimated PFC Revenue: $193,445,920.

Brief description of the proposed projects:

Construct Aircraft Rescue Firefighting Facility (ARFF); Reconstruct Runways 8L/26R and 8R/26L in Concrete; Expand Terminal 4 Facilities; Construct New Taxiway from Taxiway G to the South; Reconstruct Taxiway C in Concrete; Upgrade Aircraft Rescue Firefighting Facility #19; Procure New ARFF Vehicle; Reconstruct Terminal 2 Ramp; Construct Midfield, North/South Taxiway T; Upgrade Airfield Guidance Sign System; Reconstruct Taxiway S; Construct Terminal 4 Holding Apron; Upgrade Airfield Security System.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: ATCO, Air Taxi/Commercial Operators: CAC, Commuters or Small Certificated Air Carriers with less than 7,500 enplanements each annually: CRAC, Large Certificated Route Air Carriers providing non-scheduled service with less than 7,500 enplanements each annually.

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 city of Phoenix Aviation Department.

Issued in Hawthorne, California, on May 1, 1998.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 98–13749 Filed 5–21–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application (98–03–C–00–HTS) to impose and use the revenue from a passenger facility charge (PFC) at Tri-State Airport, Huntington, West Virginia

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 Tri-State 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 22, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Mr. Elonza Turner, Beckley Airports Field Office, Main Terminal building, 176 Airport Circle, Beaver, West Virginia 25813–9350.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Larry G. Salyers, Airport Director of the Tri-State Airport Authority at the following address:

Tri-State Airport Authority, 1449 Airport Road, Unit 1, Box, Huntington, West Virginia 26505.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Tri-State Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Elonza Turner, Beckley Airports Field Office, Main Terminal Building 176 Airport Circle, Beaver, West Virginia 25813–9350 (Tel. 304–252–6216). The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Tri-State 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 April 10, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Tri-State 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 July 8, 1998.

The following is a brief overview of the application.

Application number: 98–03–C–00–HTS.

Level of the proposed PFC: $3.00.

Proposed charge effective date: July 1, 1998.

Proposed charge expiration date: August 1, 2000.

Total estimated PFC revenue: $365,138.

Brief description of proposed projects: The PFC funds will be utilized to fund the local share of the following proposed AIP project.

—Design Snow Removal Equipment Building
—Acquire Aircraft Deicing Truck
—Acquire 4-Wheel Drive Pick-up With Snow Plow
—Acquire Security Vehicle
—Acquire Self Propelled Passenger Access Lift
—Construct Snow Equipment Building
—Conduct Drainage/Deicing study
—Reseal/Rehabilitate Airline Ramp

—Drainage Rehabilitation

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-Scheduled Part 135 and Part 121 charter operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at:

Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Tri-State Airport Authority.

Issued in Jamaica, New York on May 15, 1998.

Thomas Felix,

Manager, Planning & Programming Branch, Eastern Region.

[FR Doc. 98–13748 Filed 5–21–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Amtrak Reform Council; Notice of First Meeting

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of First Meeting of the Amtrak Reform Council.

SUMMARY: As provided in Section 203 of the Amtrak Reform and Accountability Act of 1997, the Federal Railroad Administration (FRA) gives notice of the first meeting of the Amtrak Reform Council (''ARC''). The purpose of the meeting is to begin to develop a work plan for the ARC, to establish certain administrative procedures, including a process for selection of a chair, and to begin to review Amtrak's current financial and operational structure.

DATES: The first meeting of the ARC is scheduled for 11:00 a.m. to 2:00 p.m. EST on Tuesday, May 26, 1998. Decisions regarding future meetings will be made at the first meeting and from time to time thereafter.

ADDRESSES: The first meeting of the ARC will be held in Room 283 in the Hall of States at 444 North Capitol Street, NW, Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Persons in need of special arrangements should contact the person whose name is listed below.

FOR FURTHER INFORMATION CONTACT: Arrigo Mongini, Deputy Associate Administrator for Railroad Development, FRA, RDV–2, Mail Stop 20, 400 Seventh Street, SW, Washington, DC 20590 (mailing address only) or by telephone at (202) 632–3286.

SUPPLEMENTARY INFORMATION: The ARC was created by the Amtrak Reform and Accountability Act of 1997 (ARAA) as an independent commission to evaluate Amtrak's performance and make recommendations to Amtrak for achieving further cost containment and productivity improvements, and financial reforms. In addition, the ARAA requires: that the ARC monitor cost savings resulting from work rules established under new agreements between Amtrak and its labor unions; that the ARC provide an annual report to Congress that includes an assessment of Amtrak's progress on the resolution of productivity issues; and that after two years the ARC begin to make findings on whether Amtrak can meet certain financial goals and, if not, to notify the President and the Congress.

The ARAA provides that the ARC consist of eleven members, including the Secretary of Transportation and ten others nominated by the President or Congressional leaders. Each member is to serve a 5 year term.

Issued in Washington, D.C. on May 19, 1998.

Donald M. Itzkoff,

Deputy Administrator.

[FR Doc. 98–13709 Filed 5–21–98; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33556 [1] et al.]

Railroad Operation, Acquisition, Construction, Etc: Canadian National Railway Co. et al.

AGENCY: Surface Transportation Board.

ACTION: Decision No. 3 in STB Finance Docket No. 32760 (Sub-No. 26) and Decision No. 3 in STB Finance Docket No. 33556; Denial of general waiver.

SUMMARY: The Surface Transportation Board (Board) is denying petitions for reconsideration in these proceedings of the requirement that parties submit copies of all textual materials on diskettes (disks) or compact discs (CDs). Parties may, however, seek individual waivers of the disk filing requirement.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565–1613. [TDD for the hearing impaired: (202) 565–1695.]

SUPPLEMENTARY INFORMATION: On March 26, 1998, Joseph C. Szabo, for and on behalf of the United Transportation Union—Illinois Legislative Board (UTUIL), filed a petition for reconsideration of Decision No. 2 in the STB Finance Docket No. 33556 proceeding served and published in the **Federal Register** on March 13, 1998 (63 FR 12574).[2] On April 20, 1998, UTU Committees [3] filed a petition for reconsideration of Decision No. 1 in the STB Finance Docket No. 32760 (Sub-No. 26) proceeding (formerly Decision No. 12 in STB Finance Docket No. 32760 (Sub-No. 21)), which was served on March 31, 1998, and published in the **Federal Register** on April 3, 1998 (63 FR 16628).[4] The petitions are nearly identical and will be considered together. UTU Committees seek reconsideration of the requirement in these proceedings that all parties submit copies of their textual materials on 3.5 inch IBM-compatible disks or CDs.[5]

---

[1] These proceedings are not consolidated. A single decision is being issued for administrative convenience only. In addition, this oversight matter was recently assigned the Sub-No. 26 docket number and a new case title.

[2] In that decision the Board announced, *inter alia*, that, pursuant to 49 CFR 1180.4(b), Canadian National Railway Company (CNR), Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated (GTW), Illinois Central Corporation (IC Corp.), Illinois Central Railroad Company (ICR), Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company (collectively, applicants) had notified us of their intent to file an application seeking authority under 49 U.S.C. 11323–25 for the acquisition of control, by CNR, through its indirect wholly owned subsidiary Blackhawk Merger Sub, Inc., of IC Corp., and through it of ICR and its railroad affiliates, and for the resulting common control by CNR of GTW and its railroad affiliates and ICR and its railroad affiliates. The Board found this to be a major transaction as defined in 49 CFR part 1180.

[3] In what is now STB Finance Docket No. 32760 (Sub-No. 26), the petition for reconsideration was filed by UTU–IL, and by United Transportation Union-General Committee of Adjustment (GO–386), United Transportation Union-General Committee of Adjustment (GO–401), and United Transportation Union-General Committee of Adjustment (ALS). We will refer to the petitioners in both proceedings collectively as UTU Committees.

[4] In that decision, the Board instituted a proceeding as part of the 5-year oversight condition that it imposed in *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company*, Finance Docket No. 32760 (*UP/SP Merger*), Decision No. 44 (STB served Aug. 12, 1996), to examine additional remedial conditions to the UP/SP merger as they pertain to rail service in the Houston, Texas/Gulf Coast region.

[5] In Decision No. 2 at 3 and Decision No. 1 at 3, we directed that:

[i]n addition to submitting an original and 25 copies of all paper documents filed with the Board, the parties shall also submit, on diskettes or