

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 Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 31, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Rhinelander and County of Oneida 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 November 28, 1998.

The following is a brief overview of the application.

PFC application number: 98-05-C-00-RHI.

Level of the PFC: \$3.00.

Proposed charge effective date: March 1, 1999.

Proposed charge expiration date: May 31, 1999.

Total estimated PFC revenue: \$20,500.00.

Brief description of proposed project(s): Infrared Aircraft Deicing Facility and PFC Administration Costs.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 air taxi/commercial operators.

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 Rhinelander-Oneida County Airport.

Issued in Des Plaines, IL on August 10, 1998.

Robert Benko,

Acting Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98-22178 Filed 8-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application to Impose and Use a Passenger Facility Charge (PFC) a Savannah International Airport, Savannah, Georgia

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 Savannah 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before September 17, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Patrick, S. Graham, Executive Director of the Savannah Airport Commission at the following address: Patrick S. Graham, Executive Director, Savannah Airport Commission, Savannah International Airport, 400 Airways Avenue, Savannah, GA 31408.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Savannah Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Southern Region, Atlanta Airports District Office, Mr. Daniel Gaetan, Program Manager, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, (404) 305-7146.

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 Savannah 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 10, 1998, the FAA determined that the application to Impose and Use the revenue from a PFC submitted by Savannah Airport Commission 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 November 26, 1998.

The following is a brief overview of the application:

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

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 2016.

Proposed charge expiration date: October 31, 1998.

Total estimated PFC revenue: \$1,111,931.

Brief description of proposed project(s): (1) Extend Taxiway 'E'; (2) Construct Fire Station; (3) Reconstruct East End Taxiway 'C'; (4) Runway 18-36 Replace Keel Section; (5) Extend Taxiway 'A' to Runway 36, (6) Construct General Aviation Taxiway; and (7) PFC Development, Implementation, and Administration.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operations (ATCO).

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 Savannah Airport Commission.

Issued in College Park, Georgia on August 10, 1998.

Lee M. Kyker,

Acting Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 98-22179 Filed 8-17-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Public Hearing

The Union Pacific Railroad Company (UP) has petitioned the Federal Railroad Administration (FRA) seeking a waiver of compliance with the requirements of Title 49 CFR Part 228.11(a)(1). UP proposes to utilize a computerized system of recording hours of duty data for Train, Engine and Yard employees.

The FRA issued a public notice seeking comments of interested parties. After examining the railroad's proposal and the available facts, FRA has determined that a public hearing is necessary before a final decision is made of this proposal.

Accordingly, a public hearing is hereby set for 9:00 a.m. MST, on Tuesday, September 15, 1998 in the Peak National Bank Building, 12345 W. Alameda Parkway, Room 207, in Lakewood, Colorado. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of

Practice (Title 49 CFR Part 211.25), by a representative designated by the FRA.

The hearing will be a nonadversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, D.C. on August 11, 1998.

Michael J. Logue,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 98-22217 Filed 8-17-98; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-4320; Notice 1]

Shelby American, Inc.; Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

Shelby American, Inc., of Las Vegas, Nevada ("Shelby"), has applied for an exemption until July 1, 2000, from the automatic restraint provisions of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection* (S4.1.5.3). The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

This notice of receipt of the petition is published in accordance with agency regulations on the subject and does not represent any judgment by the agency about the merits of the petition.

Shelby is a Texas corporation, privately held and wholly owned by Carroll Shelby. Its current business activities are conducted by three wholly owned subsidiaries. The first of these subsidiaries is Shelby Series One, Inc., the unit that will produce a new sports car which is the subject of this application for a temporary exemption. These vehicles currently exist in prototype form only, and none have been produced. The second subsidiary is Shelby CSX4000, Inc., which produces "a component vehicle sold without engine or transmission," to individuals who will install the power

train of their choice. Shelby sold 75 of these Cobra replica assemblies in the past year. The third subsidiary is Shelby Original 427S/Cs, Inc., whose business is to assemble automobiles "from certain new old stock parts surviving from the original 1965 Shelby Cobra production run . . . supplemented by newly manufactured parts utilizing original tooling." Two such vehicles have been assembled and sold to date.

The Series I is a two-passenger open convertible sports car, powered by the Oldsmobile Aurora engine. The first prototypes were shown in early 1997. Shelby has asked to be excused from compliance with the automatic restraint requirements of Standard No. 208. Shelby is working "with many outside companies" to complete the vehicle development and certification. Development of the Series I started in March 1995 (i.e., engineering tasks subsequent to initial design development). To date, Shelby has spent an estimated total of 400 man hours and \$75,000 related to air bag development. As with development of the engine and interior, Shelby must contract the air bag development to an outside company. This cost will total \$4,643,500 over the period of time for which it has asked for an exemption. Additional expenditures of \$546,000 will be necessary to cover the costs of testing, and integration of airbag wiring. In the interim, the Series I will be equipped with a three-point driver and passenger restraint system. It is optimistic that it can sell 500 Series I cars in the period for which it has requested exemption. With these sales "Shelby American will be able to support the estimated \$216,229 monthly development expenditure necessary for implementation of the airbag at the end of the two year period."

Shelby had no material operations in 1995. Its unaudited consolidated balance sheet shows a net loss of \$738,415 for 1996, and a net income of \$147,904 for 1997.

The applicant argues that "the production of the Shelby Series I is in the best interest of the public and the US economy." The company is opening a new 100,000 square foot facility in June 1998 in Las Vegas to produce the Series I. The new facility "will provide direct employment to approximately 200 employees." In addition, "there are approximately 25 development/partner companies working with Shelby American on the development of the Shelby Series I, providing indirect employment for those companies' personnel . . ." The car will be sold through select Oldsmobile dealers . . . providing employment to many sales

and service personnel at the dealership level." Most major components are produced in the United States, including the engine (Oldsmobile), tires (Goodyear), and transmission (ZF, from RBT, a US company). The Series I is technically advanced, combining "an aluminum chassis with a carbon-fiber body, a new concept amongst production vehicles, which provides strength and durability while minimizing weight." Shelby believes that "the reduced weight achieved with this vehicle will translate into a new standard for improved emissions and fuel efficiency. Aside from Standard No. 208, the car will be certified as conforming to all applicable Federal motor vehicle safety standards.

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket and notice number, and be submitted to: Docket Management, National Highway Traffic Safety Administration, room PL-401, 400 Seventh Street, SW, Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the comment closing date below will be considered, and will be available for examination in the docket at the above address both before and after that date, between the hours of 10 a.m. and 5 p.m. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: September 17, 1998.

Authority: 49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.4.

Issued on: August 13, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98-22209 Filed 8-17-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33626]

Union Pacific Railroad Company and Central Kansas Railway—Joint Relocation Project Exemption—in Wichita, Sedgwick County, KS

Union Pacific Railroad Company (UP) has filed a notice of exemption under 49 CFR 1180.2(d)(5) to relocate lines of railroad in the City of Wichita,