Airport, Sioux City Iowa, 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 3, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00.

Proposed charge effective date: June, 2006.

Proposed charge expiration date: February, 2010.

Total estimated PFC revenue: $610,537.

Brief description of proposed project(s): Rehabilitate Taxiway Bravo; Reconstruct of Taxiway Charlie, the air carrier ramp, Taxiway Alpha (south), and Taxiway Echo; update the airport master plan, and replace a snow plow.

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 Sioux Gateway Airport.

Issued in Kansas City, Missouri on March 31, 1998.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 98–9513 Filed 4–9–98; 8:45 am]

BILLING CODE 4910–13–M

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Meetings of Pipeline Safety Advisory Committees

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. App.1) notice is hereby given of the following meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). Each Committee meeting, as well as a joint session of the two Committees, will be held on May 5–6, 1998, at the U.S. Department of Transportation (Nassif) Building, 400 Seventh Street, S.W., Washington, DC 20590, in Conference Room 2230.

On May 5, 1998, at 9:00 a.m., the TPSSC will meet. Topics to be discussed will include:

1. Docket RSPA–97–2879; Update on Remotely Controlled Valves for Gas Transmission Lines
2. Docket RSPA–97–3002; Adoption of Industry Standards for Liquefied Natural Gas Facilities
3. Docket RSPA–98–3347; Review of Plastic Pipe Public Meeting

At 1:00 p.m., the TPSSC will be joined by members of the THLPSSC for a joint session which will include:

1. Compliance Policy Report/System Integrity Project
2. Risk Management Demonstration Update
3. Mapping System Progress
4. Report from Government/Industry Data Teams
5. Cost/Benefit Analysis Framework
6. State Program Performance Highlights
7. Docket PS–94; Notice of Proposed Rulemaking on Qualification of Pipeline Safety Personnel
8. Pipeline Employee Performance Group (PEPG) presentation
9. Outer Continental Shelf Pipelines; Memorandum of Understanding Between DOT/DOI
10. Docket PS–153; Notice of Proposed Rulemaking—Metrication

On May 6, 1998, at 9:00 a.m. the THLPSSC will meet. Topics to be discussed will include:

1. Docket PS–117; Notice of Proposed Rulemaking on Hazardous Liquid Pipelines Operated at 20 Percent or Less of Specified Minimum Yield Strength.
2. Docket RSPA–97–2095; Notice of Proposed Rulemaking on Adoption of Industry Standards for Breakout Tanks
3. Docket PS–144; Notice of Proposed Rulemaking on Risk-based Alternatives to the Pressure Testing Rule.

At 1:00 p.m., there will be a public meeting at which the Office of Pipeline Safety will discuss the work of its Damage Prevention Quality Action Team (DAMQAT). DAMQAT is a joint industry-and will launch its pilot education campaign which will be conducted in Virginia, Tennessee and Georgia. DAMQAT is a joint industry-government effort to address the problem of outside force damage to underground facilities, including pipelines. OPS will launch its pilot Damage Prevention education campaign, which will be conducted in Virginia, Tennessee, and Georgia.

Each meeting will be open to the public. Members of the public may present oral statements on the topics. Due to the limited time, each person who wants to make an oral statement must notify Peggy Thompson, Room 2335, Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590, telephone (202) 366-1933, not later than April 30, 1998, with the topics and the time requested to address each topic. The presiding officer may deny any request to present an oral statement and may limit the time of any oral presentation. Members of the public may present written statements to the Committee before or after any meeting.

Issued in Washington, DC on April 7, 1998.

Richard D. Huriaux, P.E.,

Director for Technology and Standards, Office of Pipeline Safety.

[FR Doc. 98–9547 Filed 4–9–98; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC–F–20918]

Coach USA, Inc.—Control—Metro Cars, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice Tentatively Approving Finance Transaction.

SUMMARY: Coach USA, Inc. (Coach), a noncarrier, filed an application under 49 U.S.C. 14303 to acquire control of Metro Cars, Inc. (Metro), a motor passenger carrier. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subparts B and C. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by May 25, 1998. Applicant may file a reply by June 9, 1998. If no comments are filed by May 25, 1998, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC–F–20918 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423–0001. In addition, send one copy of comments to applicant's 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: Coach currently controls 37 motor passenger carriers.[1] In this transaction, it seeks to

[1] In addition to the instant proceeding in which it seeks to acquire control of an additional motor passenger carrier, Coach has two pending proceedings: *Coach USA, Inc. and Coach XXIII Acquisition, Inc.—Control—Americoach Tours, Ltd.; Keeshin Charter Services, Inc.; Keeshin Transportation, L.P.; Niagara Scenic Bus Lines, Inc.; and Pawtuxet Valley Bus Lines*, STB Docket No. MC–F–20916 (STB served Feb. 27, 1998), in which it seeks to acquire control of five additional motor passenger carriers; and *Coach USA, Inc.—Control—*

acquire control of Metro [2] through the acquisition of all of its stock.

Applicant submits that there will be no transfer of any federal or state operating authorities held by Metro. It asserts that Metro will continue operating in the same manner as before, and that the acquisition of control will not reduce competition in the bus industry or competitive options available to the traveling public. It states that Metro does not compete with any Coach-owned carrier. Applicant submits that Metro is relatively small and faces substantial competition from other bus companies and transportation modes.

Applicant also submits that granting the application will produce substantial benefits, including interest cost savings from the restructuring of debt and reduced operating costs from Coach's enhanced volume purchasing power. Specifically, applicant claims that Metro will benefit from the lower insurance premiums negotiated by Coach and from volume discounts for equipment and fuel. Applicant indicates that Coach will provide Metro with centralized legal and accounting functions and coordinated purchasing services. In addition, it states that vehicle sharing arrangements will be facilitated through Coach to ensure maximum use and efficient operation of equipment, and that coordinated driver training services will be provided. Applicant also states that the proposed transaction will benefit the employees of Metro and that all collective bargaining agreements will be honored by Coach.

Coach plans to acquire control of additional motor passenger carriers in the coming months. It asserts that the financial benefits and operating efficiencies will be enhanced further by these subsequent transactions. Over the long term, Coach states that it will provide centralized marketing and reservation services for the bus firms that it controls, thereby enhancing the benefits resulting from these control transactions.

Applicant certifies that: (1) Metro has not been rated for safety by the U.S. Department of Transportation; (2) Metro maintains sufficient liability insurance; (3) Metro is neither domiciled in Mexico nor owned or controlled by persons of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources. Additional information may be obtained from applicant's representatives.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) the effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

On the basis of the application, we find that the proposed acquisition of control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and a procedural schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The proposed acquisition of control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed vacated.

3. This decision will be effective on May 25, 1998, unless timely opposing comments are filed.

4. A copy of this notice will be served on the U.S. Department of Justice, Antitrust Division, 10th Street and Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: April 6, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98–9577 Filed 4–9–98; 8:45 am]

BILLING CODE 4910–00–P

Airport Limousine Service, Inc. and Black Hawk-Central City Ace Express, Inc., STB Docket No. MC–F–20917 (STB served Mar. 13, 1998), in which it seeks to acquire control of two additional motor passenger carriers.

[2] Metro is a Michigan Corporation. It holds federally issued operating authority in MC–276823 and intrastate operating authority issued by the Michigan Department of Transportation. The majority of its revenues are derived from its services between the Detroit Airport and points in Michigan and Ohio, and its gross revenue for fiscal year 1996 was approximately $6.6 million. It operates 75 sedans, 14 vans, 8 limousines, and 5 buses and other passenger vehicles. Prior to the transfer of its stock into a voting trust, it had been owned by Cullen F. Meathe and A. Gregory Eaton.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33576]

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways Holding Co., Inc.

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc. (Railroad Companies), and Gulf & Ohio Railways Holding Co., Inc. (Holding Company) have filed a joint notice of exemption to undertake a corporate family transaction, which involves a transfer of ownership of the Railroad Companies from H. Peter Claussen and Linda C. Claussen, owners of all outstanding shares of stock in the Railroad Companies, to the Holding Company. The Holding Company will be wholly owned by H. Peter Claussen and Linda C. Claussen.

The transaction was to be consummated on or after March 30, 1998.

The purpose of the transaction is to eliminate administrative expenses associated with the continued maintenance of separate loans for each of the Railroad Companies.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The transaction will not result in adverse changes in service levels, significant operational changes or a change in the competitive balance with carriers operating outside the applicants' corporate family.

Under 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 transactions 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.