

a small business investment company under the Small Business Investment Act of 1958, as amended ("the Act"). EDCLP was licensed by the U.S. Small Business Administration on September 24, 1976.

Under the authority vested by the Act and pursuant to the regulations promulgated thereunder, the surrender of the license was accepted on May 6, 1999, and accordingly, all rights, privileges, and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

United States Small Business Administration.

Dated: June 28, 1999.

Don A. Christensen,

Associate Administrator for Investment.

[FR Doc. 99-17002 Filed 7-2-99; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[License No. 02/02-0355]

European Development Capital Limited Partnership; Notice of License Surrender

Notice is hereby given that European Development Capital Limited Partnership ("EDCLP"), 280 Park Avenue, New York, New York 10017, has surrendered its license to operate as a small business investment company under the Small Business Investment Act of 1958, as amended ("the Act"). EDCLP was licensed by the U.S. Small Business Administration on May 3, 1979.

Under the authority vested by the Act and pursuant to the regulations promulgated thereunder, the surrender of the license was accepted on May 6, 1999, and accordingly, all rights, privileges, and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Small Business Administration.

Dated: June 28, 1999.

Don A. Christensen,

Associate Administrator for Investment.

[FR Doc. 99-17001 Filed 7-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-04-C-00-BLI) To Impose Only, Impose and Use and Use Only the Revenue From a Passenger Facility Charge (PFC) at Bellingham International Airport, Submitted by the Port of Bellingham, Bellingham International Airport, Bellingham, WA

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 only, impose and use and use only PFC revenue at Bellingham International Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before August 5, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW; Suite 250; Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John Sibold, Director of Aviation, at the following address: Port Of Bellingham, 4201 Mitchell Way, Bellingham, WA 98226.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Bellingham International Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Mary E. Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, Suite 250; Renton, WA 98055-4056. 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 (99-04-C-00-BLI) to impose only, impose and use and use only PFC revenue at Bellingham International Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 24, 1999, the FAA determined that the application to impose and use the revenue from a PFC

submitted by the Port of Bellingham, Bellingham International Airport, Bellingham, Washington, 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 September 23, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date:

January 1, 2000.

Proposed charge expiration date:

March 1, 2004.

Total requested for use approval:

\$1,445,000.

Brief description of proposed project:

Impose Only: Terminal rehabilitation and expansion; Impose and Use: Terminal design; Use only: Alpha taxiway pullout on north.

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: Air taxi/commercial 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: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW, Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Bellingham International Airport.

Issued in Renton, Washington on June 24, 1999.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 99-16957 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5604 Notice 1]

Orion Bus Industries Inc.; Receipt of Application for Determination of Inconsequential Noncompliance

Orion Bus Industries, Inc. (Orion) of Oriskany, New York, has applied to be exempted from the notification and remedy requirements of the 49 U.S.C. Chapter 301 "Motor Vehicle Safety because of a noncompliance with Federal Motor Vehicle Safety Standard

(FMVSS) No. 205 Glazing Materials.” The basis of the application is that the noncompliance is inconsequential to motor vehicle safety. Orion has filed an appropriate report pursuant to 49 CFR Part 573 “Defect and Noncompliance Information Reports.”

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

Orion submitted the following information in accordance with the requirements of 49 CFR Part 556, “Exemption for Inconsequential Defect or Noncompliance.”

Vehicles Involved

Orion II, Orion V and Orion VI transit buses manufactured between January 17, 1996, and November 30, 1998, equipped with non-opening fixed glass windows. The serial numbers of the affected vehicles fall within the range: Orion II—005917 through 6058, Orion V—32516 through 34054 and Orion VI—40006 through 40315.

Description of the Noncompliance

Certain Orion II, Orion V, and Orion VI transit buses were equipped with fixed glass non-sliding windows which were not marked as required by S6 of FMVSS No. 205, specifically Section 6 of ANSI Z26 as incorporated by reference. They also were not marked with the symbol “DOT” or the manufacturer’s code mark as required by S6.2 of FMVSS No. 205. The window glazing is marked with architectural code numbers by mistake. The windows meet the performance requirements of FMVSS No. 205.

Number of Vehicles

Five hundred and ten (510) vehicles as of November 30, 1998 potentially contain the noncompliance.

Supporting Information

Although the glazing does not meet the requirements of Section S6, FMVSS No. 205, the glazing has been tested and complies to AS-3, AS-2 and AS-1 of ANSI Z26.1 as required for the application. The window supplier has three different plant locations, two of which specialize in building-type windows and the third one in vehicle windows. Whenever the plant specializing in vehicle windows gets backed up with orders, the window supplier sends its excess orders, to one of the other plants for completion. The employee sandblasting the logos at one of the building glass plants did not

realize this was motor vehicle glass and put architectural codes on all windows.

There are a total of eighteen different parts numbers affected. The windows in question are used on both the curb side and road side of the bus as well as at the rear of the vehicle. On the curb side the windows are used in the front and rear doors as well as passenger windows. The door glass ranges in size from 6” x 32” to 18” x 34” and the side and rear passenger windows range from 18” x 34” to 34” x 34”. The only front facing glass is used for destination signs and is a separate piece mounted above the front windshield. All windows in this application were purchased from Barber Glass Industries Inc., 485 Southgate Drive, Guelph, Ontario, Canada N1G 3W6, Phone 519-824-2399 and Fax 519-824-1493. (DOT 522 is its Manufacturer Identification Number).

Orion argues that:

Barber Glass has stated that if a person used the architectural codes sandblasted on the bus windows in error to go to a glass shop to replace a broken bus window the glass they would get would meet the required ANSI A26.1 safety glass requirements listed in FMVSS 205. They would not however, be able to match the window tint as vehicle windows use different vinyls for their tinting purposes and would have to specify automotive glass to get the matching window tints.

Orion Bus Industries, Inc. believes that, based upon the above information, the noncompliance described above is inconsequential as it relates to motor vehicle safety.

Interested persons are invited to submit written data, views and arguments on the petition of Orion, described above. Comments should refer to the Docket Number and be submitted to: Docket Management, 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 closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date will also be filed and will be considered to the extent practicable. When the application is granted or denied, the Notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: August 5, 1999.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on: June 28, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-16956 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33774]

Chicago SouthShore & South Bend Railroad—Trackage Rights Exemption—CSX Transportation, Inc.

CSX Transportation, Inc. (CSXT) has agreed to grant overhead trackage rights to Chicago SouthShore & South Bend Railroad (CSS) over CSXT’s Barr Subdivision between the connection with CSS at milepost BI241.4, at Miller, IN, and CSXT’s connection with Baltimore and Ohio Chicago Terminal Railroad Company (B&OCT) at milepost BI248.8, at Pine Junction, IN, a distance of approximately 7.4 miles.

The transaction is scheduled to be consummated on or shortly after June 30, 1999.

The purpose of the trackage rights is to permit CSS to interchange certain traffic with B&OCT at Barr Yard, thereby promoting operating efficiencies.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33774, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on (1) Rose-Michele Weinryb, Esq., Chicago SouthShore & South Bend Railroad, 1350 New York Ave., NW., Suite 800, Washington, DC 20005-4797, and (2) Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202.

Board decisions and notices are available on our website at “WWW.STB.DOT.GOV.”