

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

**DATES:** The meeting will be held on May 13, 1998, at 10 a.m.

**ADDRESSES:** The meeting will be held at the U.S. Department of Education, 600 Independence Avenue, SW., Barnard Auditorium, Room 2413, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9683; fax (202) 267-5057; e-mail Jean.Casciano@faa.dot.gov.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on May 13, 1998, at the U.S. Department of Education, 600 Independence Avenue, SW., Barnard Auditorium, Room 2413, Washington, DC, 10 a.m. The agenda will include:

- An update on the status of the Fuel Tank Harmonization Working Group effort
- A proposed new task concerning Flight Time Limitations and Rest Requirements
- A vote on a proposed Use of Computer Technology for Accessing Information Used in Aviation Operations, Maintenance and Support advisory circular

- An update on the status of the Overflights of the National Parks effort
- Administrative issues

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by May 4, 1998, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if

requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. A copy of the proposed advisory circular being put to a vote and background on the proposed new task may also be obtained from that person.

Issued in Washington, DC, on April 20, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-10936 Filed 4-23-98; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****RTCA, Joint Special Committee 182; Minimum Operational Performance Standards (MOPS) for an Avionics Computer Resource**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-182 meeting to be held May 12-14, 1998, starting at 9:00 a.m. The meeting will be held at the Garden Beach Hotel—La Pinede, 15/17 BD Baudouin—BP 89, 06162 Juan Les Pins, Cedex, France (phone 33 4 92 93 57 57, fax 33 4 92 93 57 56).

The agenda will include: (1) Chairman's Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review of Meeting Reports: a. Joint RTCA SC-182/EUROCAE Working Group-48 Meeting (2/4-6/98); b. Meeting with Members of Certification Authorities Software Team (2/18/98); (4) Comments on Draft MOPS; (5) Comments on *Defining a Framework for an Avionics Computing Resource*; (6) Working Group Sessions; (7) Working Group Reports; (8) Other Business (8) Date and Place of Next Meetings (09/9-11/98, EUROCAE, Paris, France; 12/09-11/98, RTCA, Washington, DC.)

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 17, 1998.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 98-10935 Filed 4-23-98; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board**

[STB Finance Docket No. 33574 (Sub-No. 1)]

**The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of exemption.

**SUMMARY:** The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 33574<sup>1</sup> to permit the trackage rights to expire, as they relate to the operation on the Shawnee Junction segment, on July 15, 1998, as they relate to the operation on the Fish Lake segment, on September 1, 1998, and as they relate to the Lewisville/Longview segment, on July 31, 1998, in accordance with the agreement of the parties.<sup>2</sup>

<sup>1</sup> On March 24, 1998, BNSF filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the agreement by UP to grant BNSF limited overhead trackage rights between the following points: (1) Shawnee Junction, WY, in the vicinity of UP's milepost 271.4 (North Platte Subdivision) and Northport, NE, in the vicinity of UP's milepost 117.3 (North Platte Subdivision), a distance of approximately 154 miles (Shawnee Junction segment); (2) Fish Lake, WA, in the vicinity of UP's milepost 354.7 (Spokane Subdivision) and Attalia, WA, in the vicinity of UP's milepost 215.7 (Spokane Subdivision), a distance of approximately 139 miles (Fish Lake segment); and (3)(a) Lewisville, AR, in the vicinity of UP's milepost 390.3 (Pine Bluff Subdivision) and Big Sandy, TX, in the vicinity of UP's milepost 525.0, on the Pine Bluff Subdivision (milepost 112.95 Dallas Subdivision), and (b) Longview, TX, in the vicinity of UP's milepost 89.6, on the Dallas Subdivision (milepost 0.0 Palestine Subdivision) and Dallas, TX, in the vicinity of UP's milepost 214.6 (Dallas Subdivision), a distance of approximately 260 miles (Lewisville/Longview segment). The trackage rights are scheduled to expire effective July 15, 1998, for the Shawnee Junction segment, effective September 1, 1998, for the Fish Lake segment, and effective July 31, 1998, for the Lewisville/Longview segment. See *The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company*, STB Finance Docket No. 33574 (STB served Apr. 6, 1998). The trackage rights operations under the exemption became, or will become, effective on April 1, 1998, for the Shawnee Junction segment, on July 1, 1998, for the Fish Lake segment, and on June 15, 1998, for the Lewisville/Longview segment.

<sup>2</sup> Trackage rights normally remain in effect unless discontinuance authority or approval of a new agreement is sought. See *Millford-Bennington*

**DATES:** This exemption is effective on May 24, 1998. Petitions to reopen must be filed by May 14, 1998.

**ADDRESSES:** An original and 10 copies of all pleadings referring to STB Finance Docket No. 33574 (Sub-No. 1) must be filed with the Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on petitioners' representatives (1) Yolanda M. Grimes, Esq., The Burlington Northern and Santa Fe Railway Company, P. O. Box 961039, Fort Worth, TX 76161-0039, and (2) Joseph D. Anthofer, Esq., Union Pacific Railroad Company, 1416 Dodge Street, #830, Omaha, NE 68179.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 927-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street, N.W., Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: April 10, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 98-10961 Filed 4-23-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33581]

#### Lake County Railroad—Modified Rail Certificate

On March 24, 1998, Lake County, OR<sup>1</sup> filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate, as Lake County Railroad (LCR), a 54.45-mile line of railroad, known as the Lakeview Branch, extending from milepost 458.60

*Railroad Company, Inc.—Trackage Rights Exemption—Boston and Maine Corporation and Springfield Terminal Railway Company.* Finance Docket No. 32103 (ICC served Sept. 3, 1993).

<sup>1</sup> Lake County is a political subdivision of the State of Oregon and therefore is considered a "State" as defined at 49 CFR 1150.21.

in Alturas, CA, to milepost 513.05 in Lakeview, OR.<sup>2</sup>

The involved rail line was abandoned by Southern Pacific Transportation Company (SPT) in *Southern Pacific Transportation Company—Abandonment—in Modoc County, CA and Lake County, OR*, Docket No. AB-12 (Sub-No. 84) (ICC served Oct. 20, 1985). LCR acquired the line from SPT, and subsequently contracted with Great Western Railway of Oregon (GWR) to operate the line as a short line operator.<sup>3</sup>

According to LCR, the lease agreement entered into between LCR and GWR on May 1, 1991, as amended on May 5, 1991, December 7, 1994, and on or about October 1, 1995, was terminated on November 1, 1997.

LCR provides freight service between Lakeview and Alturas, and connects with Union Pacific Railroad Company at Alturas. Operations by LCR over the 54.45-mile line commenced on November 1, 1997.<sup>4</sup>

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

LCR indicates that no subsidy is involved and that there are no preconditions for shippers to meet in order to receive rail service.

This notice must be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, NW., Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G Street, NW., Suite 520, Washington, DC 20005.

Decided: April 17, 1998.

By the Board, David M. Konschnick, Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 98-10962 Filed 4-23-98; 8:45 am]

BILLING CODE 4915-00-P

<sup>2</sup> On April 8, 1998, Lake County submitted supplemental information as required by 49 CFR 1150.23.

<sup>3</sup> See *The Great Western Railway Co.—Modified Rail Certificate*, Finance Docket No. 30777 (ICC served Feb. 26, 1986).

<sup>4</sup> According to 49 CFR 1150.23(a), operations may commence immediately upon the filing of the notice for a modified certificate. Lake County has not explained why it did not file its notice before November 1, 1997. However, it does not appear that the late filing was due to any intent to avoid the regulatory requirements and Lake County now has submitted all of the requisite information.

## DEPARTMENT OF THE TREASURY

### Customs Service

#### Announcement of Program Test: Importer Compliance Monitoring Program

**AGENCY:** Customs Service, Treasury.

**ACTION:** General notice.

**SUMMARY:** This notice announces Customs plan to conduct a test regarding the Importer Compliance Monitoring Program (formerly known as the Importer Self-Governance Program) with limited participation. The program is intended to promote compliance with Customs laws and regulations regarding cargo processing and will afford mutual benefits to both Customs and the import community. Public comments concerning any aspect of this planned test are solicited.

**EFFECTIVE DATES:** The program test will commence no earlier than July 1, 1998, and will continue through June 30, 1999. Written requests to participate in, and comments on, the program test must be received by June 1, 1998.

**ADDRESSES:** Written requests to participate in the program test, and written comments regarding any aspect of the planned test, should be addressed to William F. Inch, Regulatory Audit Division, U.S. Customs Service, 1300 Pennsylvania Ave., N.W., Room 6.3A, Washington, D.C. 20229.

**FOR FURTHER INFORMATION CONTACT:** William F. Inch, (202) 927-1100; Joseph C. Palmer, (312) 353-1213, Ext. 106; or Richard A. Fuller, (281) 985-6781.

**SUPPLEMENTARY INFORMATION:**

#### Background

Since passage of the Customs Modernization provisions (107 Stat. 2170) contained in the North American Free Trade Agreement Implementation Act (Pub. L. 103-182, 107 Stat. 2057, December 8, 1993), the primary goal of the trade compliance process has been to maximize importer compliance with U.S. trade laws, while facilitating the importation and entry of admissible merchandise. To meet these challenges, Customs has undertaken a comprehensive effort to review, improve, and redesign the trade compliance process using established business practices, re-engineered tools, and new methodologies that improve customer service without compromising the enforcement aspect of the Customs mission.

One of the new methodologies developed is the compliance assessment procedure. This procedure allows Customs to determine the level of