

each succeeding page, and must be accompanied by a non-confidential summary thereof.

Frederick L. Montgomery,
Chairman, Trade Policy Staff Committee.
[FR Doc. 97-30420 Filed 11-19-97; 8:45 am]

BILLING CODE 3190-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Department of Transportation, Federal Aviation Administration (DOT/FAA).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3401 *et seq.*) this notice announces that the information collection request described below has been forwarded to the Office of Management and Budget (OMB) for review. The FAA is requesting an immediate emergency clearance in accordance with 5 CFR § 1320.13. The following information describes the nature of the information collection and its expected burden.

DATES: Submit any comments to OMB and FAA by January 20, 1998.

SUPPLEMENTARY INFORMATION:

Title: Pilot Medical Certification Customer Service Survey.

Need: This information is being conducted to comply with the Executive Order 12862, Setting Customer Service Standards. The information will be used to evaluate agency performance in the area of pilot medical certification. The completion of this form is voluntary and the information collection will be conducted anonymously.

Respondents: 48,000 pilots.

Frequency: Annually.

Burden: 2400 hours based on a 30 per cent return rate of the 48,000 respondents at 10 minutes each.

FOR FURTHER INFORMATION: or to obtain a copy of the request for clearance submitted to OMB, you may contact Ms. Judith Street at the: Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Avenue, SW, Washington, DC 20591.

Comments may be submitted to the agency at the address above and to: Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10202, Attention FAA Desk Officer, 725 17th Street, NW, Washington, DC 20503.

Issued in Washington, DC on November 14, 1997.

Patricia W. Carter,
Acting Manager, Corporate Information Division, ABC-100.
[FR Doc. 97-30497 Filed 11-19-97; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc. Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

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 a Special Committee 159 meeting to be held December 8-12, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows:
Specific Working Group (WG)
Sessions: December 8-9: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III); December 10: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III); WG-3A, GPS/Inertial (Meeting will start at 1:00 p.m. to discuss the reformulation of WG-3A); December 11: WG-2, WAAS, and WG-2A, GPS/GLONASS; WG-4B, Airport Surface Surveillance.

Plenary Session, December 12: (1) Chairman's Introductory Remarks; (2) Review and Approval of Summary of the Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: a. GPS/WAAS (WG-2); b. GPS/GLONASS (WG-2A); c. GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4); (4) Review of EUROCAE Activities; (5) Review Proposed Draft MASPS and LAAS CAT I/II/III and Interface Control Document for LAAS; (6) Assignment/Review of Future Work; (7) Other Business; (8) Date and Place of Next Meeting.

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 November 13, 1997.

Terry R. Hannah,
Designated Official.
[FR Doc. 97-30493 Filed 11-19-97; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application to Impose a Passenger Facility Charge (PFC) at Arcata/Eureka Airport (ACV), Eureka, CA and Use the Revenue at ACV, Rohnerville (FOT), Murray Field (EKA) and Kneeland Airports (019)

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 a PFC at ACV and use at ACV, FOT, EKA and 019 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 December 22, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90621, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Don Raffaelli, Acting Public Works Director, County of Humboldt, at the following address: 1106 Second Street, Arcata, CA 95521. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Humboldt under section 158.23 of FAR part 158.

FOR FURTHER INFORMATION CONTACT: Maryls Vandervelde, Airports Program Specialist, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 a PFC at ACV and use the revenue at ACV, FOT, EKA and 019 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 October 24, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Humboldt 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 January 23, 1998. The following is a brief overview of the impose and use application number 97-04-C-00-ACV.

Level of proposed PFC: \$3.00.

Charge effective date: March 1, 1998.

Estimated charge expiration date: June 30, 2004.

Total estimated PFC revenue: \$1,782,300.

Brief description of impose and use projects at ACV: Emergency Safety Area Erosion Control, Fire Protection System Replacement, Taxiway "A" Overlay, Fire Truck Replacement, T-Hanger Taxiway Construction, Boarding Assistance Device, Property Purchase, Aircraft Rescue and Firefighting (ARFF) Building Improvements and Ramp Area Extension.

Brief description of use project at FOT: Pavement Rehabilitation of Taxiway, Runway and Aprons and Entrance Road Reconstruction and Perimeter Fencing.

Brief description of use project at 019: Airport Rehabilitation Including Reconstruction of Airport Runway, Overlay of Existing Aircraft Parking and Construction of Additional Parking Ramp.

Brief description of use project at EKA: Pavement Overlay of Runway 11-29, its Parallel Taxiway and the Main Aircraft Parking Apron.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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 Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd. Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Humboldt.

Issued in Hawthorne, California, on November 4, 1997.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 97-30494 Filed 11-19-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. 87-2, Notice. No. 5]

RIN 2130-AB20

Automatic Train Control and Advanced Civil Speed Enforcement System; Northeast Corridor Railroads

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

ACTION: Proposed order of particular applicability.

SUMMARY: FRA is proposing to issue an order of particular applicability requiring all trains operating on the north end of the Northeast Corridor (NEC) between Boston, Massachusetts and New York, New York, to be controlled by locomotives equipped to respond to a new advanced civil speed enforcement system (ACSES) in addition to the automatic train control (ATC) system that is currently required on the NEC. The proposed order also contains performance standards for the cab signal/ATC and ACSES systems on the NEC. The order would authorize increases in certain maximum authorized train speeds and safety requirements supporting improved rail service.

DATES: Written comments must be received by January 20, 1998. Comments received after the comment period has closed will be considered to the extent possible without incurring additional delay. A request for a public hearing must be received by December 22, 1997.

ADDRESSES: Written comments should be submitted to Ms. Renee Bridgers, Docket Clerk, Office of Chief Counsel, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: W.E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, FRA, 400 Seventh Street, S.W., Washington, D.C., 20590 (telephone (202) 632-3353), or Patricia V. Sun, Office of Chief Counsel, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone (202) 632-3183).

SUPPLEMENTARY INFORMATION:

Statutory Authority

FRA has both discrete and plenary legal authority to require that all trains operating on the NEC be equipped with automatic train control devices. FRA has broad legal authority to "prescribe regulations, and issue orders for every area of railroad safety * * *." 49 U.S.C. 20103. Section 20502 of Title 49, United States Code specifically provides that "[w]hen the Secretary of Transportation decides after an investigation that it is necessary in the public interest, the Secretary may order a railroad carrier to install * * * a signal system that complies with the requirements of the Secretary." As originally enacted and prior to formal codification, this provision referred to "automatic train stop, train control, and/or other similar appliances, methods, and systems intended to promote the safety of railroad operation * * *." This authority has been previously invoked to require the installation of signal systems on 49 specific railroads and to require all railroads desiring to operate at high speeds to install signal systems of varying degrees of sophistication consonant with those higher speeds.

Background—Development of the NEC

The National Railroad Passenger Corporation (Amtrak) provides service over the NEC from Washington, D.C., to Boston, Massachusetts. Amtrak owns or dispatches most of the NEC, which it shares with several commuter authorities and freight railroads. Maximum track speeds on certain segments of the NEC south of New York City (the "South End") are limited to 125 miles per hour (mph) for Metroliner equipment. Current speeds north of New York City (the "North End") range up to 110 mph.

Amtrak is currently undertaking a major improvement project on the NEC, with particular emphasis on completion of electrification, installation of concrete ties and high-speed turnouts, elimination of some remaining highway-rail crossings, and other modifications concentrated between New Haven, Connecticut, and Boston. These improvements are designed to facilitate service utilizing high-speed trainsets (HST's) at speeds up to 150 (mph). Similar service would also be implemented on the south end of the NEC, with the initial increase in maximum speed expected to be from 125 mph to 135 mph. During 1999, Amtrak will begin taking delivery of HST's expected to qualify for operation through curves at higher levels of