

publishes this decision in the Federal Register.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1995 Audi S6 Avant Quattro Wagons are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1995 Audi S6 Avant Quattro Wagon that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1995 Audi S6 Avant Quattro Wagon to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1995 Audi S6 Avant Quattro Wagon, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1995 Audi S6 Avant Quattro Wagon is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence . . .*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) inscription of the word "Brake" on the brake failure indicator lamp lens; (b) installation of a seat belt warning lamp displaying the appropriate symbol; (c) recalibration of

the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies; (d) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: replacement of the passenger side rearview mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: installation of a warning buzzer microswitch in the steering lock assembly and a warning buzzer.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 *Power Window Systems*: rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a U.S.-model seat belt in the driver's seating position, or a belt webbing actuated microswitch inside the driver's seat belt retractor; (b) installation of an ignition switch actuated seat belt warning lamp and buzzer; (c) replacement of the driver's and passenger's side air bags and knee bolsters if they are not U.S.-model components. The petitioner states that the vehicle is equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single push button at both front designated seating positions, with combination lap and shoulder restraints that release by means of a single push button at both rear outboard seating positions, and with a lap belt in the rear center designated seating position.

Standard No. 214 *Side Impact Protection*: installation of reinforcing beams.

Standard No. 301 *Fuel System Integrity*: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1995 Audi S6 Avant Quattro must be reinforced or replaced with U.S.-model components to comply with the Bumper Standard found in 49 CFR Part 581.

The petitioner also states that it will replace the vehicle's ignition switch assembly, which has been determined to contain a safety-related defect and is the subject of a recall campaign (NHTSA Recall No. 96V017000) being conducted by the vehicle's manufacturer.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. 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.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: August 30, 1996.

Marilynne Jacobs,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-22688 Filed 9-4-96; 8:45 am]

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Surface Transportation Board¹

[STB Finance Docket No. 32955]

Fort Worth & Western Railroad Company, Inc.—Lease Exemption—St. Louis Southwestern Railway Company

AGENCY: Surface Transportation Board.
ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 10902 the lease² by Fort Worth & Western

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

² FWWR seeks an exemption both to lease and to operate, and its petition is styled accordingly. While an exemption from the requirements of 49 U.S.C. 10902 for FWWR's lease is consistent with the standards of 49 U.S.C. 10502, we note that FWWR requires neither separate authority nor an exemption to operate the line under the lease. When a rail carrier petitioned for an exemption to purchase or lease a rail line from another rail carrier

Railroad Company, Inc. (FWWR), of St. Louis Southwestern Railway Company's (SSW) Hodge Yard, located between North Fort Worth and Carrollton, TX, at milepost 630.20.³

DATES: This exemption is effective on October 5, 1996. Petitions to stay must be filed by September 20, 1996. Petitions to reopen must be filed by September 30, 1996.

ADDRESSES: Send pleadings, referring to STB Finance Docket No. 32955, to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423; and (2) Kevin M. Sheys, 1020 Nineteenth Street, N.W., Suite 400, Washington, DC 20036-6105.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

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 Data & News, Inc., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: August 27, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.
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under former 49 U.S.C. 11343 of the Interstate Commerce Act, the ICC normally also exempted the operation of the line, if requested, but the exemption to operate was not necessary. The status of the purchaser or lessor, as a carrier, coupled with the purchase agreement or lease, constituted sufficient authority to conduct operations. Similarly, authority or an exemption for a carrier to purchase or lease a line under 49 U.S.C. 10902 of the ICCTA provides the necessary authority to conduct operations.

³ FWWR plans to operate on track owned by Dallas Area Rapid Transit Property Acquisition Company (DARTPAC). In *Fort Worth and Western Railroad Company, Inc.—Trackage Rights Exemption—St. Louis Southwestern Railway Company*, STB Finance Docket No. 32956 (STB served June 6, 1996), SSW assigned its local and overhead trackage rights over DARTPAC's 28.77-mile rail line, between milepost 632.27 at North Fort Worth and milepost 603.5 at Carrollton, to FWWR.

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of Program Test: General Aviation Telephonic Entry (GATE)

AGENCY: Customs Service, Treasury.

ACTION: General notice.

SUMMARY: This notice announces Customs plan to conduct a general test to evaluate the effectiveness of a new operations procedure regarding the telephonic entry of certain pre-registered, passenger-carrying, general aviation aircraft flights entering the United States directly from Canada. This notice invites public comments concerning any aspect of the test, informs interested members of the public of the eligibility requirements for voluntary participation in the test, and describes the basis on which Customs will select participants for the test.

EFFECTIVE DATES: Applications will be available and accepted at local Customs offices beginning September 5, 1996. The test will commence no earlier than November 4, 1996, and will be evaluated after 1 year. Comments must be received on or before September 30, 1996. Anyone interested in participating in the test should contact the nearest Customs office.

ADDRESSES: Written comments regarding this notice and information submitted to be considered for voluntary participation in the test should be addressed to the Process Owner, Passenger Operations Division, Room 4413, Washington, DC 20229-0001.

FOR FURTHER INFORMATION CONTACT: Robert Jacksta (202) 927-0530.

SUPPLEMENTARY INFORMATION:

Background

At the February 24, 1995, Summit in Ottawa, Canada, President Clinton and Canadian Prime Minister Chretien announced the signing of the United States/Canada Accord on our Shared Border for enhancing the management of the U.S.-Canada border. 31 Weekly Comp.Pres.Doc. 305. The Shared Border Accord sets out initiatives to promote trade, tourism, and travel between the two countries by reducing barriers for legitimate importers, exporters, and travelers, while strengthening enforcement capabilities to stop the flow of illegal or irregular movement of goods and people and reducing costs for both governments and users. One of the specific initiatives in the Shared Border Accord is a frequent traveler program known as General Aviation Telephonic

Entry (GATE), which is intended to facilitate the entry of certain pre-registered, passenger-carrying, general aviation aircraft flights entering the United States directly from Canada, while still preserving security by maintaining random checks of incoming private aircraft.

Customs is ready to begin testing the GATE program. For programs designed to evaluate the effectiveness of new technology or operations procedures regarding the processing of passengers, vessels, or merchandise, § 101.9(a) of the Customs Regulations (19 CFR 101.9(a)), implements the general testing procedures. This test is established pursuant to that regulation.

I. Description of Proposed Test

The Concept of Telephonic Entry

Any aircraft arriving in the United States from a foreign airport or place is required to (1) give advance notification of its arrival, (2) immediately report its arrival to Customs, and (3) land at the airport designated by Customs for entry. See, 19 U.S.C. 1433(c) and implementing Customs Regulations at 19 CFR Part 122, subparts C and D. Individual passengers are also required to report their arrival to Customs. See, 19 U.S.C. 1459 and implementing Customs Regulations at 19 CFR 123.1. Because historical data on certain general aviation aircraft (aircraft comprising private and corporate aircraft, and air ambulances that have a seating capacity of fifteen or fewer passengers) indicates a high degree of compliance with Customs and other federal agency reporting laws, Customs has developed the GATE program to allow certain pre-registered, passenger-carrying, flights of such aircraft to report their entry telephonically when entering the United States directly from Canada. To provide a means for measuring the effectiveness of GATE, random inspections will be built into the program. Thus, the GATE program would combine the proven benefits of facilitation and selectivity, thereby freeing valuable Customs resources for use in other areas.

The test will be implemented at designated airports of entry located nation-wide. During the test period, pilots will give advance notice of their arrival—from a minimum of 3 hours up to a maximum of 72 hours in advance—to Customs by calling 1-800-98-CLEAR, and may receive advance clearance to land at airports that are not staffed by Customs, but which have been designated by a port director for program use, provided that they receive a telephonic entry number.