

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft an appropriate report.

4. Provide a status report at each meeting of ARAC held to consider air carrier operations issues.

Participation in the Working Group

The Airplane Performance Harmonization Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee..

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair, and the individual will be advised whether or not the request can be accommodated. Requests to participate on the Airplane Performance Harmonization Working Group should be submitted no later than January 2, 1998. To the extent possible, the composition of the working group will be balanced among the aviation interests selected to participate.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meeting of ARAC will be open to the public. Meetings of the Airplane Performance Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 5, 1997.

Quentin J. Smith,

Assistant Executive Director, for Air Carrier Operations Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-29729 Filed 11-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc.; Joint RTCA Special Committee 180 and Eurocae Working Group 46 Meeting; Design Assurance Guidance for Airborne Electronic Hardware

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 joint RTCA Special Committee 180 and EUROCAE Working Group 46 meeting to be held December 3-5, 1997, starting at 8:30 a.m. on December 3. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Meeting Agenda; (3) Review and Approval of Minutes of Previous Joint Meeting; (4) Leadership Team Meeting Report; (5) Review Action Items; (6) FAR part 21 Revision Activity Report; (7) Review Issue Logs; (8) Issue Team Status; (9) Break into Teams; (10) Issue Team Reports; (11) New Items for Consensus; (12) Special Committee 190 Committee Activity Report; (13) Other Business; (14) Establish Agenda for Next Meeting; (15) 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) 933-9339 (phone); (202) 933-9434 (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 3, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-29725 Filed 11-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice 97-13]

Safety Advisory: Unauthorized Cans Used to Package and Transport HC-12a®, a Liquefied Petroleum Gas

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that cans labeled as DOT-2Q containing HC-12a®, a liquefied petroleum gas, packaged and distributed by OZ Technology, Inc. (OZ), Rathdrum, Idaho are unauthorized for the packaging and transportation of HC-12a®, and that tests on these cans show that they may fail at ambient temperatures normally encountered in transportation. Failure of cans containing a liquefied petroleum gas could result in serious personal injury, death, and property damage.

FOR FURTHER INFORMATION CONTACT: Raymond L. LaMagdelaine, Chief, Special Investigations, telephone (202) 366-4700, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street S.W., Washington, D.C. 20590-0001.

SUPPLEMENTARY INFORMATION: The Hazardous Materials Regulations (HMR) (49 CFR Parts 171-180) authorize certain specification containers for liquefied petroleum gas. A specification DOT-2Q container may be used if quantity and pressure limits are met. Specification DOT-2Q cans, when not equipped with a pressure relief device, are authorized to transport liquefied petroleum gas with a vapor pressure not exceeding 35 p.s.i.g. at 70° F. and 100 p.s.i.g. at 130° F. (49 CFR 173.304(d)(3)(ii)). The cans used by OZ to package HC-12® have no pressure relief device. According to the OZ Material Safety Data Sheet (MSDS), the vapor pressure of HC-12a® is 72 p.s.i.g. at 70° F. Therefore, a DOT-2Q can is not authorized for shipment of HC-12a®.

When a DOT-2Q can is authorized, the HMR require that "[e]ach completed container filled for shipment must have been heated until contents reached a minimum temperature of 130° F., without evidence of leakage, distortion, or

defect." (49 CFR 173.304(d)(3)(ii) Note 1). RSPA had 18 cans of HC-12a® tested by an independent test laboratory. Of the 18 cans tested, six cans burst (i.e., the valve assembly separated from the can), three leaked,

and seven distorted. All 18 cans tested were over-pressurized at 70° F. and those cans that did not leak or burst prior to 130° F were also over-pressurized.

A person who possesses a can of HC-12a® described in this safety notice should ensure that the can is not offered for transportation or transported and that it is stored in a cool or refrigerated location. If you have further questions, please contact Mr. LaMagdelaine.

Issued in Washington, D.C. on November 5, 1997.

Alan I. Roberts,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 97-29720 Filed 11-10-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Potential Failure of Check Valves Following Remanufacturing

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: RSPA is issuing an advisory bulletin to owners and operators of Hazardous Liquid and Natural Gas Pipelines. The bulletin advises the industry about potential failure of check valves following remanufacture.

ADDRESSES: This document can be viewed on the Office of Pipeline Safety (OPS) home page at: <http://ops.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Linda Daugherty, (202) 366-4577.

SUPPLEMENTARY INFORMATION:

I. Background

In a recent accident, a hazardous liquid pipeline cleaning pig was late arriving at a pump station. The pig was thought to be lodged in the check valve due to the noise level at the valve. The valve was equipped with a lock open device and the wrench was locked in the open position by a bolt intended for that function. An attempt was made to remove the bolt from the operating handle on the check valve in order to exercise the valve and dislodge the cleaning pig. The wrench locking bolt was moved about one-half of a turn and the shaft unexpectedly blew out of the valve releasing liquefied petroleum gas into the environment. The on-site valve inspection indicated that the valve stem was held in place only by the locking bolt. The clapper and hinge were

detached and the set screws were missing.

II. Advisory Bulletin (ADB-97-05)

To: Owners and Operators of Hazardous Liquid and Natural Gas Pipelines.

Subject: Potential Failure of Check Valves Following Remanufacturing.

Purpose: Inform system owners and operators of the need to inspect/test remanufactured check valves.

Advisory: Recent information discovered during the course of an Office of Pipeline Safety (OPS) accident investigation indicates certain older check valves were not remanufactured within specified tolerances. Significant differences were found in several of the same type of remanufactured check valves. All of the shafts were different and none of the valves appear to match the description given in the check valve remanufacture procedure. Additionally, the valves were assembled differently. Evaluation of other remanufactured check valves also shows evidence of improper reassembly.

Remanufactured check valves should undergo a thorough quality assessment to assure tolerances are within design parameters, particularly valves where the shaft is retained inside the valve by set screws. Operators should consider including testing or inspection as part of the quality assessment. Remanufactured check valves currently in service are included in this advisory because damage to a pipeline and release of pressurized product may occur as a result of improper remanufacturing of check valves.

OPS recommends operators also be aware of an October 20, 1997, Environmental Protection Agency (EPA) and Occupational Safety and Health Administration Joint Safety Alert (Alert) concerning a similar but unrelated problem with certain types of check and butterfly valves. According to the Alert, certain types of check and butterfly valves can undergo shaft-disk separation and fail catastrophically or "blow-out". For more information on the Alert, visit the EPA CEPPO home page at <http://www.epa.gov/swercepp/> or contact the Emergency Planning and Community Right-to-Know Hotline at 1-800-424-9346 or 703-412-9810.

(49 U.S.C. Chapter 601; 49 CFR 1.53)

Issued in Washington, D.C. on November 5, 1997.

Stacey L. Gerard,

Acting Director for Program Development.

[FR Doc. 97-29721 Filed 11-10-97; 8:45 am]

BILLING CODE 4010-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Release of Waybill Data

The Surface Transportation Board has received a request from Covington & Burling on behalf of Union Pacific Corporation (WB468-4—10/28/97), for permission to use certain data from the Board's Carload Waybill Samples. A copy of the request may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.8.

Contact: James A. Nash, (202) 565-1542.

Vernon A. Williams,

Secretary.

[FR Doc. 97-29767 Filed 11-10-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Customs Service

Quarterly IRS Interest Rates Used in Calculating Interest on Overdue Accounts and Refunds on Customs Duties

AGENCY: Customs Service, Treasury.

ACTION: General notice.

SUMMARY: This notice advises the public of the quarterly Internal Revenue Service interest rates used to calculate interest on overdue accounts and refunds of Customs duties. For the quarter beginning October 1, 1997, the rates will remain at 8 percent for overpayments and 9 percent for underpayments. This notice is published for the convenience of the importing public and Customs personnel.

EFFECTIVE DATE: October 1, 1997.

FOR FURTHER INFORMATION CONTACT: Ronald Wyman, Accounting Services Division, Accounts Receivable Group, 6026 Lakeside Boulevard, Indianapolis, Indiana 46278, (317) 298-1200, extension 1349.