

**RETENTION AND DISPOSAL:**

The IPPS records are retained and disposed in compliance with the General Records Schedules, National Archives and Records Administration, Washington, DC 20408. The following schedules apply: General Records Schedule 1, Civilian Personnel Records, Pages 1 thru 22, Items 1 through 39; and General Records Schedule 2, Payrolling and Pay Administration Records, Pages 1 thru 6, Items 1 thru 28.

**SYSTEM MANAGER(S) AND ADDRESS:**

For personnel-related issues, contact Chief, Strategic Planning/Systems Division (M-10) and, for payroll-related issues, contact Chief, Financial Management Staff (B-35) at the following address: U.S. Department of Transportation, Office of the Secretary, 400 Seventh Street SW., Washington, DC 20590.

**NOTIFICATION PROCEDURE:**

Individuals wishing to know if their records appear in this system of records may inquire in person or in writing to the system manager.

**RECORD ACCESS PROCEDURES:**

Same as "System Manager."

**CONTESTING RECORD PROCEDURES:**

Same as "System Manager." Correspondence contesting records must include the full name and social security number of the individual concerned and documentation justifying the claims.

**RECORD SOURCE CATEGORIES:**

Data are collected from the individual employees, time and attendance clerks, supervisors, official personnel records, personal financial statements, correspondence with the debtor, records relating to hearings on the debt, and from the Departmental Accounting and Financial Information system of records.

**EXEMPTIONS CLAIMED FOR THIS SYSTEM:**

None.

Dated: August 29, 1997.

**Crystal M. Bush,**

*Acting Manager, Information Resource Management Division, Office of the Chief Information Officer, Department of Transportation.*

[FR Doc. 97-23651 Filed 9-4-97; 8:45 am]

BILLING CODE 4210-62-P

**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 September 22, 1997, at 10:30 a.m. Arrange for oral presentations by September 8, 1997.

**ADDRESSES:** The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., MOC Room, Room 1014, 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) 267-5075; 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 September 22, 1997, at the Federal Aviation Administration, 800 Independence Avenue, SW., MOC Room, Room 1014, Washington, DC. The agenda will include:

- The final report of the National Parks Overflights Working Group
- A possible vote on the Digital Information Working Group's use of electronic signatures notice of proposed rulemaking and advisory circular

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by September 8, 1997, 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**.

Issued in Washington, DC, on August 29, 1997.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 97-23636 Filed 9-4-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration**

[Docket No. 97-028; Notice 2]

**Hella K.G., Hueck & Co.; Grant of Application for Decision of Inconsequential Noncompliance**

This notice grants the application by Hella K.G., Hueck & Company (Hella) to be exempt from the notification and remedy requirements of 49 U.S.C. 30118(d) and 30120(h) for noncompliance with 49 CFR 571.108, Federal Motor Vehicle Safety Standard (FMVSS) No. 108, "Lamps, Reflective Devices and Associated equipment." The basis of the application is that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published in the **Federal Register** on April 18, 1997, requesting comments on Hella's application, with a 30-day comment period (62 FR 19168). No comments were received on the Notice.

Paragraph S.7.5(g) of FMVSS No. 108 requires that the lens of each replaceable bulb headlamp shall bear permanent marking in front of each replaceable light source with which it is equipped that states the HB Type, if the light source is designed to conform to specified subparagraphs.

Hella's description of the inconsequential noncompliance follows:

VAN HOOL buses of Belgium designed a new bus (T9) which is intended to be exported to the U.S.A. HELLA K.G. in Germany designed and manufactured the US-type headlamps but inadvertently exchanged the required bulb designation on the headlamp's lens so that an "HB 3" marking appears in front of the HB 4 reflector area—and vice versa. The total manufacturing of these headlamps has been done in 1996 in advance of a two years need for the intended export of the buses. Today, only a few buses for expositions for vehicle shows has been exported to the U.S.A. About [a] hundred headlamps are still on stock at HELLA, VAN HOOL or HELLA's representative in Belgium.

Hella supports its application for inconsequential noncompliance with the following:

Federal Motor Vehicle Safety Standard No. 108 (FMVSS 108) requires in Section S.7.5(g) that the relevant light source designation has to be marked on the lens in front of the

headlamps reflector area. This is the case but the marking does not appear at the correct location. We [Hella] do not see any violation of highway safety because the bulb and socket system have indexing features that prevent a misuse or wrong insertion into a headlamp where the bulb is not designed to be used for. So, only some kind of irritation may occur whenever a bulb has to [be] replaced. Another important aspect will be that the relevant vehicles are not sold to a random experienced motorist but only to professionals and the service of the bus will also be done by an experienced staff.

VAN HOOL's representative in the U.S.A.: Distributor, ABC Coach Inc., 7469 West Highway, Winter Garden, FL 32787 USA, will be informed about this case. The total number of buses involved will be 300 within the next two years.

In November 1996 and December 1996 each two vehicles are already delivered. The next scheduled delivery will be in April 1997 (13 buses).

Remedy action: A warning label on the back of the headlamp housing near the bulbs indicates the correct bulb type designation to be used. (A retooling or labeling of the lens with the proper markings will cause the headlamp photometry to fail in terms of photometric performance.)

#### Discussion and Decision

The National Highway Traffic Safety Administration (NHTSA) concurs with the Hella statements that the HB3 and HB4 bulb socket systems have indexing features (a key system) that prevent a misuse or wrong bulb insertion into a headlamp where the bulb is not designed to be used in that specific headlamp, i.e., a HB3 bulb can not be inserted into a headlamp designed to accept a HB4 bulb and vice versa. Hella stated that it would implement a remedy action of a warning label on the back of the headlamp housing near the bulb indicating the correct bulb type designation to be used as a replacement. NHTSA believes that this labeling will be useful in ameliorating the lack of proper marking on the face of the headlamp lens, so that information regarding the correct replacement bulb is clearly available to an individual wishing to replace the bulb. Additionally, Hella has stated in its letter of application that the vehicles that are equipped with the mislabeled bulbs will not be sold to the general public, but to a professional service with an experienced staff. The implication of this statement is that the experienced staff would better understand that the bulbs were mislabeled.

As a result of the action being taken by Hella, and because of the bulb and socket key design, NHTSA has concluded that Hella has met its burden of persuasion that the noncompliance herein described is inconsequential to

motor vehicle safety. Consequently, NHTSA is granting the application for exemption from notification of the noncompliance as required by 49 U.S.C. 30118 and from remedy as required by 49 U.S.C. 30120.

It should be noted that the agency's authority under the inconsequentiality provisions is limited to providing relief from the obligation to notify and remedy noncompliance for items already sold to customers. Accordingly, further sale or distribution of such headlamps as Hella has determined do not conform to FMVSS No. 108, whether by Hella or its distributors, would be a violation of 49 U.S.C. 30112(a), and render the violators liable for civil penalties. In its letter of application for an inconsequential noncompliance to the agency Hella stated that in November 1996 and December 1996 two vehicles each, with the mislabeled headlamps were delivered to their customer. Hella further stated that the next delivery was scheduled for April 1997 (13 buses). The total number of buses equipped with the subject bulbs will be 300 within the next two years. NHTSA, in an April 1997 letter to VAN HOOL buses, Hella, and other appropriate parties, advised that the Hella application for inconsequential noncompliance is applicable only to the four buses mentioned in its letter of application, delivered before the filing of Hella's application.

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

Issued on: August 29, 1997.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 97-23509 Filed 9-4-97; 8:45 am]

BILLING CODE 4910-59-P

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

[STB Finance Docket No. 33446]

##### City of Anacortes—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

The City of Anacortes (City),<sup>1</sup> a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from The Burlington Northern and Santa Fe Railway Company and to operate approximately 3.98 miles of rail line known as the Anacortes Branch from its endpoint at milepost 0.0, in

Anacortes, to milepost 3.98, near Fidalgo, in Skagit County, WA.

The transaction was scheduled to be consummated on or after the August 20, 1997 effective date of the exemption.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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. 33446, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Charles H. Montange, 426 NW 162d Street, Seattle, WA 98177.

Decided: August 28, 1997.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 97-23461 Filed 9-4-97; 8:45 am]

BILLING CODE 4915-00-P

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

[STB Finance Docket No. 33450]

##### Wisconsin & Southern Railroad Co.—Corporate Family Transaction Exemption—Wisconsin and Calumet Railroad Company

Wisconsin & Southern Railroad Co. (WSOR) and Wisconsin and Calumet Railroad Company (WICT),<sup>1</sup> Class III railroads, have jointly filed a verified notice of exemption. The exempt transaction is a merger of WICT into WSOR.

The transaction is expected to be consummated on or about September 1, 1997.

The proposed merger is intended to enhance operating economies, improve service, foster greater operating efficiency, simplify the corporate structure, unify accounting and billing, and improve the financial viability of the surviving corporation.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction

<sup>1</sup> WSOR and WICT are commonly-controlled by William E. Gardner. WSOR operates in the State of Wisconsin, and WICT operates in the States of Wisconsin and Illinois.

<sup>1</sup> City is a political subdivision of the State of Washington.