

Designated Groups	Total U.S. Business ac- tions/dollars	Small busi- ness actions/ dollars*	Percentage of dollars	Small dis- advantaged business ac- tions/dollars	Percentage of dollars	Emerging small busi- ness actions/ dollars	Percentage of dollars
PSC C213
PSC C214
PSC C215
PSC C216
PSC C219
PSC R404
Subtotal
Grand Total
IV. Non-nuclear Ship Repair (Dollars in Thousands; Percentages in Whole Numbers)							
SIC 3731:
PSC J998
PSC J999
Total

*Small Business Dollars include dollars to Emerging Small Businesses.

[FR Doc. 98-26060 Filed 9-28-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 34-1, Fuel Venting and Exhaust Emissions Requirements for Turbine Engine Powered Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: This notice invites public comment on a proposed Advisory Circular that provides guidance for implementing the fuel venting and exhaust emission requirements for turbine engine powered airplanes.

DATES: Comments must be received on or before December 1, 1998.

ADDRESSES: Send all comments on the proposed Advisory Circular to: Curtis Holsclaw, Manager of Research and Engineering, AEE-110, Office of Environment and Energy, 800 Independence Ave., S.W., Washington, DC 20591. Comments may be examined at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Edward McQueen, Research and Engineering Branch, AEE-110, Office of Environment and Energy, 800 Independence Ave., S.W., Washington, DC 20591; telephone (202) 267-3560; E-mail: edward.mcqueen@faa.gov

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the subject Advisory Circular may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**.

Interested persons are invited to comment on the proposed Advisory Circular by submitting such written data, views, or arguments, as they may desire. Commentors must identify the title of the Advisory Circular and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered before issuing the final Advisory Circular.

Discussion

Advisory Circular (AC) 34-1, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, has been written to provide section-by-section guidance on 14 CFR Part 34. The AC is intended to provide a better understanding of the provisions of the Part 34, and to facilitate standardized implementation of the Part 34 throughout the aviation industry. The AC contains information concerning the standards and requirements for aircraft fuel venting and engine emission certification, and presents explanatory information and guidance, as necessary, to identify acceptable means of compliance. The information contained in the AC sets forth acceptable means, but not the sole means, by which compliance may be shown with the requirements of Part 34.

Pursuant to the Clean Air Act, Sections 231 and 232, Part 34 must conform to 40 CFR part 87 as issued by the United States Environmental Protection Agency. Potential users of this proposed AC, as well as Part 34, should be alert to any changes to 40 CFR part 87 that have not yet been included in either Part 34 or this AC. In such instances the requirements of 40 CFR Part 87 are considered controlling.

In addition to the section-by-section explanations, the AC includes three chapters that explain specific appendices from the International Civil

Aviation Organization (ICAO), Annex 16, Volume II, Aircraft Engine Emissions. Since Annex 16 is specifically referenced in Part 34, these chapters are included to make the AC a more complete reference source.

The ICAO appendices deal with detailed technical issues regarding instrumentation and measurement techniques and, as such, are relatively complex. Thus, they have been kept distinct from the rest of the AC as separate chapters. Typically, only those readers who are interested in specific equations and/or details regarding measurement techniques will need to read these sections.

Issued in Washington, DC on September 22, 1998.

James D. Erickson,

Director of Environment and Energy.

[FR Doc. 98-25864 Filed 9-28-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Amateur-Built Aircraft Registration

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

FOR FURTHER INFORMATION CONTACT:

Sharon Ashford, Civil Aviation Registry, Aircraft Registration Branch, AFS-750, Post Office Box 25504, Oklahoma City, Oklahoma 73125, Telephone: 405-954-3284.

SUPPLEMENTARY INFORMATION: In response to a recommendation by the National Transportation Safety Board and consistent with 14 CFR 47.33(c), With respect to aircraft built from kits, the Aircraft Registration Branch is

requiring that applicants for aircraft registration must also submit a bill of sale from the manufacturer of the kit.

Mark D. Lash,

Manager, Civil Aviation Registry.

[FR Doc. 98-25993 Filed 9-28-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33630]

The Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company—Acquisition Exemption—Lines Between Dawes, TX, and Avondale, LA

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board is granting the joint petition for exemption from the prior approval requirements of 49 U.S.C. 11323-25 filed by The Burlington Northern and Santa Fe Railway Company (BNSF) and Union Pacific Railroad Company (UP) for the acquisition of joint ownership of a line of railroad between Dawes, TX, and Avondale, LA, a distance of approximately 338 miles, subject to employee protective conditions.

DATES: The exemption is effective on October 29, 1998. Petitions to stay must be filed by October 9, 1998. Petitions to reopen must be filed by October 19, 1998.

ADDRESSES: An original and 10 copies of all pleadings referring to the exemption granted in STB Finance Docket No. 33630 must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on the parties' representatives: (1) for BNSF, Erika Z. Jones, Mayer, Brown & Platt, 2000 Pennsylvania Avenue, NW, Washington, DC 20006; and (2) For UP, Arvid E. Roach II, Covington & Burling, 1201 Pennsylvania Avenue, NW, P.O. Box 7566, Washington, DC 20044-7566.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired (202) 565-1695.]

SUPPLEMENTARY INFORMATION: The ownership of the railroad line between Dawes and Avondale is presently divided between UP and BNSF. UP owns the 147.5-mile segment between Dawes, at milepost 352.8, and Iowa Junction, LA, at milepost 205.3 (the Beaumont Segment), and BNSF owns

the 190.4-mile segment between Iowa Junction and Avondale, at milepost 14.9 (the Avondale Segment), having acquired it pursuant to the UP/SP¹-BNSF Settlement Agreement in Finance Docket No. 32760.² As part of the Settlement Agreement, UP retained trackage rights over the Avondale Segment, including the right to serve all local industries on that line. In addition, BNSF received overhead trackage rights on the Beaumont Segment, with access to all new facilities customers, Lake Charles area customers, and all shippers that would have had their railroad service options reduced from 2 to 1 as a result of the merger.³

On February 12, 1998, BNSF and UP entered into a Term Sheet agreement relating to the two railroads' operations in and around Houston, TX, and along the Gulf Coast between Houston and New Orleans, LA. As one part of that agreement, BNSF and UP agreed to exchange 50% ownership interests in their respective main line segments, including operating sidings used for meeting and passing trains. Under the Term Sheet agreement, BNSF will acquire an undivided 50% interest in UP's Beaumont Segment, and UP will acquire an undivided 50% interest in BNSF's Avondale Segment. Other elements of the Term Sheet agreement include the establishment of a regional dispatching center in Spring, TX, for UP and BNSF lines in and around Houston and between Houston and New Orleans. In addition, BNSF will gain access to all present and future shipper facilities on the line and on former SP branches or spurs that connect to the line, as well as on new branches and spurs added to the line. The ownership exchange will be made subject to the existing trackage rights of the Texas Mexican Railway Company between Houston and Beaumont, as well as Amtrak's service over the entire line. Both BNSF and UP will be permitted to use the Louisiana & Delta Railroad as their agent to provide service over the line.

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call,

¹ "SP" refers to Southern Pacific Transportation Company and its affiliates.

² See *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company*, Finance Docket No. 32760, Decision No. 44 (STB served Aug. 12, 1996). BNSF's acquisition of the Avondale Segment was exempted in Finance Docket No. 32760 (Sub-No. 2), which was embraced in Decision No. 44.

³ BNSF's trackage rights were exempted in Finance Docket 32760 (Sub-No. 1), which also was embraced in Decision No. 44.

or pick up in person from: DC News & Data, Inc., 1925 K Street, NW, Suite 210, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services at (202) 565-1695.]

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Decided: September 22, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98-26025 Filed 9-28-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33637]

Missouri & Northern Arkansas Railroad Company, Inc.—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

Missouri & Northern Arkansas Railroad Company, Inc. (MNA), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 9.6 miles of rail line owned by The Burlington Northern and Santa Fe Railway Company. The lines being acquired by MNA are located between: (1) milepost 334.39 and milepost 330.2 in Joplin, MO; and (2) milepost 309.9 and milepost 315.3 in Carthage, MO.

The transaction was scheduled to be consummated on or shortly after September 9, 1998.

If this notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33637, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell Esq., BALL JANIK LLP, Suite 225, 1455 F Street, NW, Washington, DC 20005.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 22, 1998.