the Department in accordance with it's Rules and Regulations.

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98–7338 Filed 3–19–98; 8:45 am]

BILLING CODE 4910–62–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 location and change in time of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a change in time for a special meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee (63 FR 8315, February 19, 1998).

DATES: The meeting to be held on April 9, 1998, will begin at 10 a.m.

ADDRESS: The meeting will be held at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 3200–3204, 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.

Issued in Washington, DC, on March 14, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98–7327 Filed 3–19–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA) / Joint Planning Advisory Group (JPAG) (63 FR 4687)

AGENCY: Maritime Administration, DOT.

ACTION: Synopsis of February 10–12, 1998 Meeting with VISA Participants.

On February 10–12, 1998, the Maritime Administration (MARAD) and the United States Transportation Command (USTRANSCOM) co-hosted a meeting of the Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) at the MARAD Emergency Operations Center, U.S. Department of Transportation, Washington, D.C.

Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 23 U.S.-flag carrier corporate participants enrolled in VISA at the time of the meeting, 18 were represented, as well as representatives from the Department of Defense (DoD) and the Department of Transportation (DOT).

Following opening remarks by Mr. John E. Graykowski, Acting Maritime Administrator, Government representatives provided briefings to VISA participants on military operation plans and VISA activation procedures. VISA carriers then convened in separate work groups with Government analysts to discuss the strategic lift requirements and to review draft VISA concepts of operations (CONOPS) for future refinement and validation. These VISA CONOPS will be used to model intermodal sealift capacity planning for the upcoming TURBO CHALLENGE 98 VISA JPAG exercise scheduled for April 1998.

Only one stated goal of the February 1998 VISA JPAG was not accomplished. This was the development of VISA carrier draft capacity commitment levels for VISA Stages I & II. However, VISA Stage III capacity commitments of 50% of each participant's militarily useful U.S.-flag capacity (100% of capacity for Maritime Security Program [MSP] ships) has been adopted. VISA Stage I & II commitment levels as a percentage of each VISA participant's militarily useful U.S.-flag fleet total capacity will be determined following the successful completion of the VISA Rate Methodology Working Group (RMWG) analysis.

The full text of the VISA program is published in 62 FR 6837–6845, dated February 13, 1997. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of March 10, 1998, the following commercial U.S.-flag vessel operators are enrolled in VISA with MARAD: Alaska Cargo Transport, Inc., American Auto Carriers, Inc., American Automar, Inc., American President Lines, Ltd., American Ship Management, LLC, Central Gulf Lines, Inc., Crowley Maritime Corporation, Falgout Brothers, Inc., Farrell Lines Incorporated, First American Bulk Carrier Corp., Lykes Lines Limited, L.L.C., Maersk Line Limited, Matson Navigation Company, Inc., Moby Marine Corporation, NPR, Inc., OSG Car Carriers, Inc., RR & VO L.L.C., Sealift, Inc., Sea-Land Service, Inc., Smith Maritime, Totem Ocean Trailer Express, Inc., Trailer Bridge, Inc., Van Ommeren Shipping (USA) LLC, and Waterman Steamship Corporation.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366–2323.

Dated: March 17, 1998.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary.

[FR Doc. 98–7333 Filed 3–19–98; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33563]

Texas Rock Crusher Railway Company, Acquisition and Operation Exemption, The Burlington Northern and Santa Fe Railway Company

Texas Rock Crusher Railway Company (TXRC), 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 (BNSF) and to operate two disconnected lines of railroad (subject lines).[1] The first of these lines, known as the Camp Bowie Industrial Spur, extends between mainline milepost 349.01, on BNSF's Clovis, NM, to Houston, TX, mainline, and the end of track (no milepost), at the Camp Bowie Industrial Park in Brownwood, TX, a distance of 4.4 miles. The second of these lines, known as the Rock Crusher Spur, extends from mainline milepost 349.3 on BNSF's above-described mainline to end of line (no milepost), in Brownwood, TX, a distance of 1.25 miles. In addition, BNSF will grant TXRC incidental overhead freight trackage rights for ten 99-year terms between milepost 348.6 and milepost 349.4, near Brownwood, TX, including the use of the wye, to allow traffic originating on the Rock Crusher Spur to have access to BNSF's Brownwood Yard for interchange. BNSF will also grant TXRC incidental trackage rights over BNSF's Brownwood Yard trackage between milepost 345.5 and milepost 349.4 for switching and interchange and to allow movement to

[1] The parties state that TNW Corporation (TNW), TXRC's corporate parent, entered into an agreement on February 11, 1998, with BNSF for the purchase of the subject lines. TNW subsequently assigned that agreement to TXRC.