(1) Are those U.S. measures more or less trade restrictive than the foreign measure in question?

(2) Are there any known scientific or other legitimate reasons for any difference between the foreign measure in question and the comparable U.S. measures?

B. What SPS measures, if any, do other governments apply in order to address the same or similar health concerns? Are these measures more or less restrictive than the measure in question?

C. Is there any other reasonably available measure or risk mitigation strategy which, taking into account technical and economic feasibility, would achieve the intended level of health protection (as determined by the government applying the measure) in a less trade-restrictive manner? Please provide any available scientific evidence which would demonstrate the efficacy of such alternatives.

IX. Other Information

A. Is there any other relevant information not asked for in previous questions, or information you believe to be pertinent that has not been provided in response to the previous questions?

B. Information in the following categories is particularly useful:

(1) Chronology of actions leading to the adoption and implementation of the measure.

(2) Chronology of any consultations between U.S. traders or U.S government representatives and the government applying the measure in question.

(3) Any available documentation of the specific requirements imposed under the measure and of the health justification identified by the government applying the measure.

(4) A technical summary of any available scientific evidence which calls into question the scientific basis for the measure.

[FR Doc. 98–29990 Filed 11–6–98; 8:45 am]

BILLING CODE 3190–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

The Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) Hosted Forum on the Capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the point of contact listed.

DATES: November 16–17, 1998, 9 a.m.–5 p.m.

ADDRESSES: The meeting will be held at the Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Highway, Fairfax, VA 22033, adjacent to the Fair Oaks Mall.

POINT OF CONTACT: Registration, submission of suggested discussion topics and requests to make presentations may be made to Mr. Steven Albers, phone (202) 267–7301, fax (202) 267–5086, or e-mail at steven.albers@faa.gov.

SUPPLEMENTARY INFORMATION: Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by October 30, 1998. Names, affiliations, telephone and facsimile numbers should be sent to the point of contact listed.

Dated: September 22, 1998.

Hank Cabler,

SOIT Co-Chairman.

[FR Doc. 98–29950 Filed 11–6–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Docket No. FRA–1998–4694

Block Signal Application (BS–AP)–No. 3484

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J–350), Jacksonville, Florida 32202

CSX Transportation Incorporated seeks approval of the proposed modification of the traffic control system, on the two main tracks, at South Yard, milepost S–1.7, Richmond, Virginia, on the Bellwood Subdivision, Florence Service Lane, consisting of the conversion of the power-operated crossover to hand operation equipped with an electric locked turnout, and the discontinuance and removal of absolute controlled signals L10, R10, L14, and R14.

The reason given for the proposed changes is that present day traffic does not warrant the retention of the remote controlled location.

Docket No. FRA–1998–4695

BS–AP–No. 3485

Applicant: Port of Pend Oreille, dba Pend Oreille Valley Railroad, Mr. Clifford G. Robbins, Port Operations Manager, 1981 Black Road, Usk, Washington 99180

Port of Pend Oreille, dba Pend Oreille Valley Railroad seeks approval of the proposed discontinuance and removal of all slide detectors and indicators, on the former Burlington Northern and Santa Fe Railway Company's Newport Branch, between Dover, Idaho, milepost 1406 and Newport, Washington, milepost 1431, at five separate locations. The proposed changes include the installation of permanent ''restricted speed'' signs at proper locations.

The reasons given for the proposed changes are: the lack and prohibitive installation costs of A.C. power, replacement and disposal costs of primary batteries every 18 months, high vandalism rates, and to facilitate the cleaning of debris from the ditches.

Docket No. FRA–1998–4696

BS–AP–No. 3486

Applicant: Burlington Northern and Santa Fe Railway Company, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106

Burlington Northern and Santa Fe Railway seeks approval of the proposed retirement of Tower 16 Interlocking, milepost 645.6, and the approximately 400-foot reduction of the traffic control system limits, on the single main track,