

that makes up the shape of the balloon portion of the airship. The NTSB subsequently investigated and recommended several changes to the FAA's airship design standards. One of the recommendations called for an envelope tear warning system.

The primary reason for the NTSB's recommendation for the envelope tear warning system came from the crew's report. The pilot and passenger both stated that they were not aware of the loss of envelope pressure until the airship began to collapse, even though there was a pressure gauge and a low pressure indicator light to alert them of envelope damage. Although crew procedures for both major and minor envelope tears had been established, those actions were not accomplished because the crew did not initially recognize that the envelope was damaged.

The emergency procedures for this airship, relating to a tear in the envelope, are to operate the airship with a very low pressure. Very low pressure causes the airship to lose rigidity, but minimizes the loss of helium while maintaining controllability. If the emergency procedure is not followed, ballonets will automatically attempt to keep the envelope pressure constant, forcing helium out through the tear. Ballonets are airbags contained within the envelope that are inflated with air to control the rigidity and sometimes the center of gravity (trim) of the airship. A warning light and alarm activate when the envelope pressure drops below a nominal level; however, if the ballonets continue to automatically inflate to maintain envelope pressure, the alarm system does not activate until substantial helium is lost.

The NTSB noted that the airship was not equipped nor required to be equipped with a ballonet inflation rate transducer or other device, which might have alerted the crew to the loss of significant quantities of helium. The NTSB believes that had the airship been equipped with a better warning system, the pilot would have been alerted to the loss of pressure earlier and could have taken prudent emergency actions to improve the possibility of a controlled emergency landing.

Issued in Kansas City, Missouri, on April 30, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

Proposed Change #3 To FAA-P-8110-2 Airship Design Criteria (ADC)

New Item: Add to 6.2 "(i)"

Change 3 is based on a National Transportation Safety Board (NTSB)

recommendation calling for envelope tear warning systems on new airship certification projects. The recommendation stems from an airship accident that resulted from an envelope failure. Change 3 requires that some means of indication or warning system will alert the pilot of envelope tears.

The new paragraph will be added to item 6.2 as follows:

(i) Means to warn the pilot of envelope tears.

Acceptable compliance means include systems as simple as locating and marking both envelope and ballonet pressure gauges so that unusual indications (rapid loss of helium) are immediately noticeable to the pilot. If an airship valving system is complex or automatic, a system such as a ballonet airflow rate change sensor connected to a warning system may be more appropriate.

[FR Doc. 98-12293 Filed 5-7-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-8]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 28, 1998.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800

Independence Avenue, SW., Washington, D.C. 20591. Comments may also be sent electronically to the following internet address: 9-NPRM-CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Tawana Matthews (202) 267-9783 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on May 4, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29161.

Petitioner: World Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.434(e).

Description of Relief Sought: To permit World Airways to use flight attendants who previously served with, and were trained by Aer Lingus as required crew members without those flight attendants having received five hours of supervised operating experience under part 121.

Docket No.: 25080.

Petitioner: Aeroservice Aviation Center, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(3); 61.56(h)(1), (2), and (3); and 61.57(c)(3) and (d)(2); 61.58(e); 61.64(e)(3); 61.65(e)(2), and (g)(1) and (3); 61.67(c)(4) and (d)(2); 61.158(d)(1); 61.191(d); and 61.197(e).

Description of Relief Sought: To permit Aeroservice and persons who contract for services from Aeroservice to continue to use Federal Aviation Administration-approved flight simulators to meet certain flight experience requirements of part 61

without Aeroservice holding the certificate required by 14 CFR part 142.

Docket No.: 28853.

Petitioner: Sully Produits Spéciaux.

Sections of the FAR Affected: 14 CFR 145.75(d).

Description of Relief Sought: To permit Sully to authorize its inspectors who cannot read, write, and understand English to approve parts for return to service with Federal Aviation Administration Form 8130-3, "Airworthiness Approval Tag."

Docket No.: 28888.

Petitioner: Pemco Aeroplex, Inc.

Sections of the FAR Affected: CAR 4b.362(c)(1), 4b.362(e)(7), and 4b.382(d).

Description of Relief Sought: To permit the accommodations of two supernumeraries forward of a rigid cargo bulkhead and smoke-tight door, on 727-200 aircraft with Class E compartments.

Dispositions of Petitions

Docket No.: 27446.

Petitioner: State of New Jersey, Department of Transportation.

Sections of the FAR Affected: 14 CFR 156.5(b).

Description of Relief Sought/Disposition: To permit the petitioner to use up to \$75,000 annually of State Block Grant Program funds for the period currently authorized for the Airport Improvement Program, which is fiscal years 1997 and 1998, for program administrative costs. *GRANT, April 3, 1998, Exemption No. 5835A.*

Docket No.: 28630.

Petitioner: Kevin Seddon.

Sections of the FAR Affected: 14 CFR 121.311(b).

Description of Relief Sought/Disposition: To permit Ms. Seddon to travel on the lap(s) of one or both of her parents, without her occupying an approved seat or berth with a separate belt properly secured about her during movement on the surface, takeoff, and landing. *GRANT, March 30, 1998, Exemption No. 6486A.*

[FR Doc. 98-12294 Filed 5-7-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Indian Reservation Roads Program Transportation Planning Procedures and Guidelines; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Federal Highway Administration in cooperation with the

Bureau of Indian Affairs (BIA) will jointly hold a meeting to present the final draft of the document, "Indian Reservation Roads (IRR) Program Transportation Planning Procedures and Guidelines" and to verify that all comments received were addressed.

DATES: The meeting will be held on June 8-11, 1998, beginning at 2:00 p.m. on June 8, running from 9:00 a.m. until 5:00 p.m. on June 9-10, and from 9:00 a.m. until 12:00 p.m. on June 11.

ADDRESSES: The meeting will be held at the Wool Warehouse, located at 516 First Street, NW, Albuquerque, New Mexico.

FOR FURTHER INFORMATION CONTACT: For the FHWA: Ms. Julianne Stevenson, HFL-11, Room 4206, (202) 366-9490, Federal Lands Highway Office; or Mr. Wilbert Baccus, HCC-10, Room 4230, (202) 366-0780, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays. For the BIA: Mr. LeRoy Gishi, Bureau of Indian Affairs, Division of Transportation, (202) 208-4359, U.S. Department of the Interior, 1849 C. Street, NW. (Code 260 MS 4058 MIB), Washington, DC 20240.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this public meeting notice may be downloaded using a modem and suitable communications software from the **Federal Register** Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/nara/fedreg> and the Government Printing Office's database at: http://www.access.gpo.gov/su_docs. The final draft IRR Program Transportation Planning Procedures and Guidelines will be available May 15, 1998, on the Federal Lands Highway Office home page at: <http://www.fhwa.dot.gov/lands.html>.

Public Meeting

The purpose of this public meeting is to present the final draft of the document, "Indian Reservation Roads Program Transportation Planning Procedures and Guidelines and to verify that all comments received were addressed.

On March 24, 1997, the first draft of this document was mailed to all Indian Tribal Governments, the Bureau of Indian Affairs, and the Federal Highway Administration for review and comment. June 9-12, 1997, the

comments were reviewed and the second draft of the document was prepared. On September 4, 1997, the second draft of this document was mailed to all Indian Tribal Governments, the Bureau of Indian Affairs, the Federal Highway Administration and other interested parties for review and comment. The comment period closed on November 21, 1997. In addition, a national meeting was held on September 24-25, 1997, in Denver, Colorado to review and discuss the subject document in detail. Comments were solicited and received at this meeting. On December 8-12, 1997, February 3-6, 1998, March 10-13, 1998, and April 6-10, 1998, the comments received were addressed by the Transportation Planning Policy and Procedures Team (the Team). This team is comprised of the following individuals:

Francine Shaw-Whitson—Federal Highway Administration, Federal Lands Highway Office, Washington, DC
 Julianne Stevenson—Federal Highway Administration, Federal Lands Highway Office, Washington, DC
 Dee Spann—Federal Highway Administration, Office of Environment and Planning, Washington, DC
 Joseph Martin—Bureau of Indian Affairs, Division of Transportation, Albuquerque, New Mexico
 Galen Balster—Bureau of Indian Affairs, Aberdeen Area Office, Aberdeen, South Dakota
 Robert D. Maxwell, Jr.—Bureau of Indian Affairs, Phoenix Area Office, Phoenix, Arizona
 Harold Riley—Bureau of Indian Affairs, Navajo Area Office, Gallup, New Mexico
 R. Evan Fulton—Tribal Technical Assistance Program, Houghton, MI
 Everett Waller—Intertribal Transportation Association (Osage Nation, of Oklahoma, Oklahoma)
 Don Ellis—Oklahoma Department of Transportation (Comanche Indian Tribe, Oklahoma)
 Robert Endicott—Cherokee Nation of Oklahoma, Oklahoma
 Roy Begay—Navajo Nation of Arizona, New Mexico, and Utah; Arizona
 James Mark Wright—Jicarilla Apache Tribe of the Jicarilla Apache Indian Reservation, New Mexico
 Becky Rey—Confederated Tribes of the Colville Reservation, Washington
 Larry L. Keeler—Salt River Pima-Maricopa Indian Community of the Salt River Reservation, Arizona
 Alvin Moyle—Paiute Shoshone Tribe of the Fallon Reservation and Colony, Nevada