

owner's manual of the truck. FMVSS No. 205—Glazing Materials. This standard specifies requirement for all glazing material used in windshields, windows, and interior partitions of motor vehicles. Its purpose is to reduce the likelihood of lacerations and to minimize the possibility of occupants penetrating the windshield in collision. More detailed information regarding the care and maintenance of such glazing items, as the glass-plastic windshield is required to be placed in the owner's manual. FMVSS No. 208—Occupant Crash Protection. This standard specifies requirements for both active and passive occupant crash protection systems for passenger cars, multipurpose passenger vehicles, trucks and small buses. Certain safety features, such as air bags, or the care and maintenance of air bag systems, are required to be explained to the owner by means of the owner's manual. For example, the owner's manual must describe the vehicle's air bag system and provide precautionary information about the proper positioning of the occupants, including children. The owner's manual must also warn that no objects, such as shotguns carried in police cars, should be placed over or near the air bag covers. FMVSS No. 210—Seat Belt Assembly Anchorages. This standard specifies requirements for seat belt assembly anchorages to ensure effective occupant restraint and to reduce the likelihood of failure in collisions. Manufacturers of vehicles that are not equipped with lap belt assemblies at front outboard passenger seating positions suitable for securing child restraints are required to include information in the owner's manual on the correct location and placement of seat belt anchorages which will provide this protection. Part 575—Section 105—Utility Vehicles. This regulation requires manufacturers of utility vehicles to alert drivers that the particular handling maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated on paved roads. A statement is provided in the regulation which manufacturers shall include, in its entirety or equivalent form, in the owner's manual.

Estimated Annual Burden: 1,371 hours.

Address

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer. Comments are invited on: whether the proposed collection of information is

necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

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

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-22638 Filed 8-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-16]

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 September 14, 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 Terry Stubblefield (202) 267-7624, 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).

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29275.

Petitioner: Kodiak Expediting, Inc.
Regulations Affected: 14 CFR

61.133(b)(1).

Description of Petition: To permit Kodiak to conduct passenger carrying operations on cross-country flights in excess of 50 nautical miles without holding an instrument rating in the same category and class of aircraft listed on your commercial pilot certificate.

Docket No.: 29234.

Petitioner: Cowboy Transportation Company.

Regulations Affected: 14 CFR 135.421(c) and (d).

Description of Petition: To permit Cowboy Transportation Company to conduct limited, single pilot commercial operations under instrument flight rules.

Docket No.: 29302.

Petitioner: Raytheon E-Systems.

Regulations Affected: 25.365(e)(2), 25.562(c)(2), -(c)(2), -(c)(3), -(c)(4), -(c)(6), 25.785(h)(2), 25.812(e), 25.813(e), 25.853(d).

Description of Petition: To exempt Raytheon E-Systems from the requirements of 14 CFR 25.562(c)(2) -(c)(4), 25.785(h)(2), 25.813(e), and 25.853(d) to permit business jet interiors to be installed for "private, not-for-hire use" on Boeing Model 777-200 IGW airplane.

Docket No.: 29301.

Petitioner: Raytheon E-Systems.

Regulations Affected: 25.562(c)(2), -(c)(3), -(c)(4), 25.785(h)(2), 25.813(e), 25.853(d).

Description of Petition: To exempt Raytheon E-Systems from the

requirements of 14 CFR 25.562(c)(2)-(c)(4), 25.785(h)(2), 25.813(e), and 25.853(d) to permit business jet interiors to be installed for "private, not-for-hire use" on Boeing Model 737-700 IGW airplanes.

Docket No.: 29296.

Petitioner: Sky Walk, Inc.

Sections of the FAR Affected: 14 CFR 141 appendix B.

Description of Relief Sought: To permit Sky Walk to enroll a person without a student pilot certificate in the flight portion of Sky Walk's FAA-approved part 141 private pilot certification course so long as the person obtains a student pilot certificate: (1) before the 11th flight hour of the course and (2) before any solo flight.

Docket No.: 29189.

Petitioner: Orange County Flight Center.

Sections of the FAR Affected: 14 CFR 141.77(a)(1).

Description of Relief Sought: To permit Orange County Flight Center to use Skyroamers® Publications' FAA-approved syllabus, which states that the planned training times in the syllabus are not minimum required flight times. The syllabus also would state that all part 141 training times requirements must be met for private pilot certification.

Docket No.: 29238.

Petitioner: Flightstar Corporation.

Sections of the FAR Affected: 14 CFR 61.101(d)(7).

Description of Relief Sought: To permit all recreational pilots trained at the University of Illinois Willard Airport (CMI) to act as pilot in command of an aircraft carrying a passenger to, from, and within the airspace surrounding CMI, which requires two-way radio communication with air traffic control.

Docket No.: 29266.

Petitioner: Embry-Riddle Aeronautical University.

Sections of the FAR Affected: 14 CFR 141, appendix D, para. 4(b)(1)(ii).

Description of Relief Sought: To permit Embry-Riddle Aeronautical University to allow its students who are adding a single-engine rating to a commercial pilot certificate with a multiengine rating to use time logged in a multiengine aircraft with retractable landing gear, flaps, and a controllable pitch propeller, or in a turbine-powered airplane to satisfy the requirements of subpart F of 14 CFR part 61.

Dispositions of Petitions

Docket No.: 27023.

Petitioner: The Boeing Commercial Airplane Group.

Sections of the FAR Affected: 14 CFR 25.1415(c) and 121.339(c).

Description of Relief Sought/

Disposition: To permit The Boeing Commercial Airplane Group installation of survival equipment separate from slide/rafts on Boeing 757-300 aircraft. *GRANT, August 5, 1998, Exemption No. 5613A.*

Docket No.: 28655.

Petitioner: United West Airlines, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit United West to operate its Falcon 20 and Learjet 25 aircraft under part 135 without a TSO-C112 (Mode S) transponder installed. *GRANT, August 13, 1998, Exemption No. 6512A.*

Docket No.: 28514.

Petitioner: Mr. Henry D. Canterbury.

Sections of the FAR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/

Disposition: To permit the petitioner to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *GRANT, August 7, 1998, Exemption No. 6520A.*

Docket No.: 29271.

Petitioner: Mr. Kerrick R. Philleo.

Sections of the FAR Affected: 14 CFR 91.109(a).

Description of Relief Sought/

Disposition: To permit Mr. Philleo to conduct certain flight instruction to meet recent experience requirements in Beechcraft Bonanza and Beechcraft Debonair airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *GRANT, August 7, 1998, Exemption No. 6804.*

Docket No.: 29284.

Petitioner: Falcon Aviation Consultants, Inc.

Sections of the FAR Affected: 14 CFR 91.109(a) and (b)(3).

Description of Relief Sought/

Disposition: To permit Falcon Aviation Consultants, Inc., to conduct certain flight instruction in a Beechcraft Bonanza airplane equipped with a functioning throwover control wheel in place of functioning dual controls. *GRANT, August 7, 1998, Exemption No. 6803.*

[FR Doc. 98-22592 Filed 8-21-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for September 16 and 17, 1998, beginning at 8:30 am. on September 16. Arrange for oral presentations by September 11, 1998.

ADDRESSES: Boeing Commercial Airplane Group, 535 Garden Avenue, N., (Building 10-16), Renton, WA.

FOR FURTHER INFORMATION CONTACT: Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075.

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 given of an ARAC meeting to be held September 16-17, 1998, at Boeing Commercial Airplane Group, 535 Garden Avenue N., (Building 10-16), Renton, WA. The agenda will include:

Wednesday, September 16, 1998

- Opening Remarks.
- FAA Report.
- Joint Aviation Authorities (JAA) Report.
- Transport Canada Report.
- Executive Committee (EXCOM) Meeting Report.
- Harmonization Management Team Report.
- Harmonization Program Plan Update.
- Proposed Human Factors Terms of Reference (TOR) Update.
- Flight Test Harmonization Working Group (HWG) Report.
- Systems Design and Analysis HWG Report.
- Ice Protection HWG Report.
- Powerplant Installation HWG Report.
- Engine HWG Report and Vote.
- Flight Guidance System HWG Report.

Thursday, September 17, 1998

- General Structures HWG Report.
- Electromagnetic Effects HWG Report.