DEPARTMENT OF TRANSPORTATION

Office of the Secretary

AGENCY: Office of the Secretary, DOT.

ACTION: Notice of meeting.

SUMMARY: The Department of Transportation (DOT) announces a meeting of the DOT Partnership Council (the Council). Notice of this meeting is required under the Federal Advisory Committee Act.

TIME AND PLACE: The Council will meet on Wednesday, June 17, 1998, at 10:00 a.m., at the Department of Transportation, Nassif Building, room 10214, 400 Seventh Street, SW., Washington, DC 20590. The room is located on the 10th floor.

TYPE OF MEETING: These meetings will be open to the public. Seating will be available on a first-come, first-served basis. Handicapped individuals wishing to attend should contact DOT to obtain appropriate accommodations.

POINT OF CONTACT: John E. Budnik or Jean B. Lenderking, Corporate Human Resource Leadership Division, M–13, Department of Transportation, Nassif Building, 400 Seventh Street, SW., room 9425, Washington, DC 20590, (202) 366–9439 or (202) 366–8085, respectively.

SUPPLEMENTARY INFORMATION: The purpose of this meeting is to address the next steps on the Life with Cancer Signature Project in memory of the late American Federation of Government Employees (AFGE) President John Sturdivant; explore further analysis of DOT labor-management climate survey; and brief Council on DOT mentoring program.

PUBLIC PARTICIPATION: We invite interested persons and organizations to submit comments. Mail or deliver your comments or recommendations to Ms. Jean Lenderking at the address shown above. Comments should be received by June 10, 1998 in order to be considered at the June 17 meeting.

Issued in Washington, DC, on May 26, 1998.

For the Department of Transportation.

John E. Budnik,

Associate Director, Corporate Human Resource Leadership Division.

[FR Doc. 98–14708 Filed 6–2–98; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 21–12B, Application for U.S. Airworthiness Certificate, FAA Form 8130–6

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of Advisory Circular (AC) 21–12B, Application for U.S. Airworthiness Certificate, FAA Form 8130–6, for review and comments. The proposed AC provides guidance and information on the preparation and submittal of FAA Form 8130–6 Application for Airworthiness Certificate. This application will be completed to obtain an airworthiness certificate and for any amendment or modification to a current airworthiness certificate. This AC provides a means, but not the only means, of demonstrating compliance with the requirements of Title 14, Code of Federal Regulations, part 21, Certificate Procedures for Products and Parts.

DATES: Comments submitted must identify the proposed AC 21–12B and be received on or before August 3, 1998.

ADDRESSES: Copies of the proposed AC can be obtained from and comments may be returned to the following: Federal Aviation Administration, Policy, Evaluation and Analysis Branch, AIR–230, Production and Airworthiness Certification Division, Aircraft Certification Service, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Dennis Hamler, Policy, Evaluation and Analysis Branch, AIR–230, Production and Airworthiness Certification Division, Room 815, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 267–7990.

SUPPLEMENTARY INFORMATION:

Background

Proposed AC 21–12B provides information and guidance on the preparation and submittal of FAA Form 8130–6. This application is completed to obtain an airworthiness certificate and for any amendment or modification to a current airworthiness certificate.

Comments Invited

Interested persons are invited to comment on proposed AC 21–12B listed in this notice by submitting such written data, views, or arguments, as they desire, to the aforementioned specified address. All communications received on or before the closing date will be considered by the Aircraft Certification Service before issuing the final AC.

Comments received on the proposed AC may be examined before and after the comment closed date in Room 815, FAA headquarters building (FOB–10A), 800 Independence Avenue, SW., Washington, DC 20591, between 8:30 a.m. and 4:30 p.m.

Issued in Washington, DC, on May 27, 1998.

Frank P. Paskiewicz,

Manager, Production and Airworthiness Certification Division.

[FR Doc. 98–14758 Filed 6–2–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–98–10]

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 June 23, 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).

Issued in Washington, D.C. on May 29, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petiton for Exemption

Docket No.: 29216.

Petitioner: Mid East Jet, Inc.

Regulations Affected: 25.813(e).

Description of Petition: To exempt Mid East Jet, Inc. from the requirements of 14 CFR 25.813(e), which prohibits installation of a door in any partition between passenger compartments. This aircraft operates under the provisions of FAR parts 91 or 125 and is not engaged in providing ''air transportation.'' If granted, this exemption would permit the carriage of an additional 16 passengers, for a total of 41, on an executive configured Boeing 757–200 aircraft intended for non-revenue use only.

Petitions for Exemption

Docket No.: 29197.

Petitioner: The Stallion 51 Corporation.

Sections of the FAR Affected: 14 CFR 91.315.

Description of Relief Sought: To permit Stallion 51 to provide initial and recurrent training, orientation flights, and training under contract with the U.S. military in its two North American P–51 airplanes certificated as limited category civil aircraft.

Dispositions of Petitions

Docket No.: 28824.

Petitioner: Traid International Maintenance Corporation.

Sections of the FAR Affected: 14 CFR 25.807(c)(1).

Description of Relief Sought/ Disposition: To permit deactivation of the existing passenger emergency escape exit door R1 on Boeing 767–200 aircraft converted by TIMCO from a passenger to an all-freight configuration with accommodations for up to four supernumerary occupants in the flight deck area forward of the main deck Class E cargo compartment. *GRANT, May 1, 1998, Exemption No. 6698A.*

Docket No.: 29110.

Petitioner: ERA Aviation, Inc.

Sections of the FAR Affected: 14 CFR 119.2(a) and 121.356(b).

Description of Relief Sought/ Disposition: To permit ERA to operate two Douglas DC–3 (DC–3) airplanes under part 121 passenger-carrying operations without those airplanes being equipped with a Traffic Alert and Collision Avoidance System (TCAS). *GRANT, May 14, 1998, Exemption No. 6765.*

Docket No.: 26006.

Petitioner: Raytheon Aircraft Company.

Sections of the FAR Affected: 14 CFR 47.69(b).

Description of Relief Sought/ Disposition: To permit the use of a Dealer's Aircraft Registration Certificates outside the United States for demonstrating, testing, selling, and marketing its aircraft, subject certain conditions and limitations. *GRANT, April 30, 1998, Exemption No. 6758.*

Docket No.: 28479.

Petitioner: Strong Enterprises, Inc.

Sections of the FAR Affected: 14 CFR 105.43(a).

Description of Relief Sought/ Disposition: To permit Strong Enterprises, Inc., and Strong Certified Tandem Instructors to conduct parachute jumps while wearing a dual-harness, dual-parachute pack, having at least one main parachute and one auxiliary parachute. The exemption also authorizes the pilot-in-command of aircraft involved in these operations to allow such persons to make tandem parachute jumps. *GRANT, May 6, 1998, Exemption No. 6474C.*

Docket No.: 28468.

Petitioner: Honolulu Community College Aeronautics.

Sections of the FAR Affected: 14 CFR 65.75, 65.77 and 65.80.

Description of Relief Sought/ Disposition: To permit the petitioner to institute a continuous practical examination program in which students enrolled in HCC's approved 14 CFR part 147 program undergo practical testing concurrent with its training program, in lieu of the students taking the practical test at the completion of the training program. *GRANT, May 12, 1998, Exemption No. 6764.*

Docket No.: 26048.

Petitioner: National Test Pilot School.

Sections of the FAR Affected: 14 CFR 91.319(a) (1) and (2).

Description of Relief Sought/ Disposition: To permit the petitioner to operate aircraft that have experimental certificates to train flight test students who are pilots and flight engineers through the demonstration and practice of flight test techniques and to teach those students flight test data acquisition methods for compensation. *GRANT, May 21, 1998, Exemption No. 5778C.*

Docket No.: 27167.

Petitioner: Corporate Aviation Services, Inc.

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

Description of Relief Sought/ Disposition: To permit CAS to operate certain aircraft under the provisions of part 135 without a TSO–C112 (Mode S) transponder installed on those aircraft. *GRANT, May 21, 1998, Exemption No. 5756B.*

Docket No.: 28573.

Petitioner: FAA's Office of Aviation System Standards.

Sections of the FAR Affected: 14 CFR 135.251 and 135.255(a).

Description of Relief Sought/ Disposition: To permit the petitioner to use the drug and alcohol testing program mandated by Department of Transportation (DOT) Order 3910.1C, ''The Drug and Alcohol-Free Departmental Workplace,'' for its Flight Inspection Program management, pilot, and maintenance personnel in lieu of the drug and alcohol testing programs mandated by the Federal Aviation Regulations. *GRANT, May 21, 1998, Exemption No. 6484A.*

Docket No.: 26690.

Petitioner: AMR Eagle, Inc.

Sections of the FAR Affected: 14 CFR 121.411(a)(2), (a)(3), and (b)(2); 121.413(b) (c), and (d); appendix H to part 121; 135.337(a)(2), (a)(3), and (b)(2); and 135.339(a)(2), (b), and (c).

Description of Relief Sought/ Disposition: To permit AMR Eagle to use qualified AMR Eagle or AMR Eagle-affiliated instructor pilots and check airmen to use certain FAA-approved simulators to train and check Eagle certificate holders' pilots without those instructors and check airmen meeting all the applicable training requirements of parts 121 and 135. *GRANT, May 21, 1998, Exemption No. 5486C.*

Docket No.: 28530.

Petitioner: John A. Porter.

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, May 21, 1998, Exemption No. 6521A.*

Docket No.: 28905.

Petitioner: Petroleum Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 135.152(a).

Description of Relief Sought/ Disposition: To permit the petitioner to operate two Bell 214st helicopters and one Bell 412SP helicopter, currently owned by PHI, that are not equipped with approved flight data recorders. *GRANT, May 21, 1998, Exemption No. 6713A.*

Docket No.: 28955.

Petitioner: James W. Shafer.

Sections of the FAR Affected: 14 CFR 91.307(c).

Description of Relief Sought/ Disposition: To permit Mr. Shafer to permanently mount and use a Ballistic Recovery Systems, Inc. (BRS), 1050 ballistic parachute in his Rans S–10 experimental category aircraft in lieu of the individual approved parachutes required by § 91.307(c). *DENIAL May 21, 1998, Exemption No. 6767.*

Docket No.: 28434.

Petitioner: Mercy Air Service, Inc.

Sections of the FAR Affected: 14 CFR 135.142(c)(2).

Description of Relief Sought/ Disposition: To permit the petitioner to operate certain aircraft without a TSO–C112 (Mode S) transponder installed. *GRANT, May 21, 1998, Exemption No. 6769.*

Docket No.: 28977.

Petitioner: Freight Runners Express, Inc.

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

Description of Relief Sought/ Disposition: To permit the petitioner to operate its Beechcraft B–99A aircraft without a TSO–C112 (Mode S) transponder installed. *GRANT, May 21, 1998, Exemption No. 6768.*

Docket No.: 29181.

Petitioner: Northwest Airlines.

Sections of the FAR Affected: 14 CFR 93.217.

Description of Relief Sought/ Disposition: To permit Northwest, who holds two international slots at O'Hare, to conduct domestic operations utilizing the two subject international slots. Northwest may trade these two slots on a one-for-one basis at the same airport; these slots may not be bought, sold, or leased. *GRANT, May 27, 1998, Exemption No. 6766.*

[FR Doc. 98–14711 Filed 6–2–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of 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 June 26, 1998, will begin at 10 a.m.

ADDRESSES: The meeting will be held at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244–6248, 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.

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 hereby given of a meeting of the Executive Committee to be held on June 26, 1998, at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244–6248, Washington, DC, 10 a.m. The agenda will include:

- A vote on a revised proposed task concerning Flight Time Limitations and Rest Requirements.
- An update on the status of the Fuel Tank Harmonization Working Group effort.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by June 16, 1998, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. A copy of the revised proposed task being put to a vote may also be obtained from that person.

Issued in Washington, DC, on May 28, 1998.

Brenda D. Courtney,

Acting Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98–14752 Filed 6–2–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Orange, Santa Ana, Garden Grove, Westminster, Seal Beach, Los Alamitos and Unincorporated Parts of Orange County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Orange County, California.

FOR FURTHER INFORMATION CONTACT: C. Glenn Clinton, Chief, District Operations—South, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814–2724, Telephone: (916) 498–5037.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA), will prepare an environmental impact statement (EIS) on a proposal to improve State Route 22 (SR–22) in Orange County, California. The project area includes SR–22 from SR–55 to I–405 (20.1 km), as well as a section of the former Pacific Electric right-of-way between SR–22 in the City of Garden Grove and Raitt Street in the City of Santa Ana (4.5 km), and I–405 from SR–22 to I–605 (5.3 km) inclusive of the freeway-to-freeway interchanges, (28.2 km). It is known collectively as the SR–22/West Orange County Connection.

The SR–22/West Orange County Connection has insufficient capacity on the freeway and major adjacent surface streets to handle existing and projected travel demand between the SR–55 interchange and I–605, and to and from destinations within the corridor. The situation is aggravated by inadequate freeway interchanges, lack of