Washington, DC 20037–2800; FAX—202–776–8482; PHONE–202–776–8420; EMAIL—pildb@his.com. Questions and comments should be addressed to Gloria F. DeHart, Attorney Adviser International, 50 Fremont St., Suite 300, San Francisco, CA 94105; FAX—415–356–6190; Phone—415–356–6187.

Jeffrey D. Kovar,

Assistant Legal Adviser for Private International Law.

[FR Doc. 98–15371 Filed 6–9–98; 8:45 am]

BILLING CODE 4710–08–M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 23, 1998 [FR 63, 13903].

DATES: Comments must be submitted on or before July 10, 1998.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, U.S. Coast Guard, Office of Information Management, telephone (202) 267–2326.

SUPPLEMENTARY INFORMATION:

United States Coast Guard

Title: Vessel Documentation.

OMB Control Number: 2115–0110.

Form(s): CG–1258, CG–1261, CG–1270, CG–1280, CG–1280B, CG–1340, CG–1356, CG–4593, CG–5542, and MA–899.

Type Request: Extension of a currently approved collection.

Affected Public: Owners/builders of yachts and commercial vessels at least 5 net tons.

Abstract: The information collected will be used to establish the eligibility of a vessel to: (a) be documented as a ''vessel of the United States,'' (b) engage in a particular trade, and/or '' become the object of a preferred ship's mortgage. The information collected concerns citizenship of owner/applicant and build, tonnage and markings of a vessel.

Need: 46 U.S.C. Chapters 121, 123, 125 and 313 requires the documentation of vessels. A Certificate of Documentation is required for the operation of a vessel in certain trades, serves as evidence of vessel nationality and permits a vessel to be subject to preferred mortgages.

Burden Estimates: The estimated burden is 50,092 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention USCG Desk Officer.

Comments are invited on: the need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; 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 those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques.

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

Issued in Washington, DC, on June 5, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98–15458 Filed 6–9–98; 8:45 am]

BILLING CODE 4910–52–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–98–11]

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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before June 30, 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, DC 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, DC 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, DC, on June 4, 1998.

Mardi R. Thompson,

Acting Assistant Chief Counsel for Regulations.

Petition for Exemption

Docket No. 29203.

Petitioner The Boeing Company.

Regulations Affected 25.783(h), 25.807(d)(1), 25.810(a)(1), 25.812(e), 25.819(a), 25.857(e), 25.1447(c)(1).

Description of Petition To exempt The Boeing Company from the requirements of 14 CFR 25.783(h), 25.807(d)(1), 25.810(a)(1), 25.812(e), 25.819(a), 25.857(e), 25.1447(c)(1) to permit McDonnell Douglas Model MD–17 freighter airplanes operating with Class E cargo compartments to carry up to two supernumeraries in a courier seat on the flight deck.

Petition for Exemption

Docket No. 28888.

Petitioner PEMCO AEROPLEX INC.

Regulations Affected CAR 4b.362(c)(1), 4b.362(e)(7), and 4b.382(d).

Description of Petition PEMCO AEROPLEX INC. petitions for exemption from the noted requirements to permit the accommodation of two supernumeraries forward of a rigid cargo bulkhead and smoke-tight door, on 727–200 aircraft with Class E compartments.

Petitions for Exemption

Docket No: 29148.

Petitioner: Performance Designs, Inc.

Sections of the FAR Affected: 14 CFR 91.307(a)(1) and 105.43(a)(1).

Description of Relief Sought: To permit an owner or operator of a PDI Ram-Air reserve parachute to operate the parachute on a progressive inspection program consisting of an annual repack and detailed external inspections every 120 days.

Docket No: 29196

Petitioner: Lucent Aviation

Sections of the FAR Affected: 14 CFR 61.57(b)(1)(ii)

Description of Relief Sought: To permit pilots employed by Lucent to meet the night currency requirements to act as pilot in command of an aircraft by accomplishing three takeoffs and three landings in the same category and class, but not type, of aircraft in which the pilot will act as pilot in command. The proposed exemption would also permit those pilots to maintain pilot-in-command night currency by accomplishing the required takeoffs, and landings in a flight simulator representative of the category and class, but not type, of aircraft to be flown.

Dispositions of Petitions

Docket No: 28639.

Petitioner: PenAir.

Sections of the FAR Affected: 14 CFR 121.574(a)(1) and (3).

Description of Relief Sought/ Disposition: To permit the carriage and operation of oxygen storage and dispensing equipment for medical use by patients requiring emergency or continuing medical attention while on board an aircraft operated by PenAir when the equipment is furnished and maintained by a hospital treating the patient. *GRANT, May 22, 1998, Exemption No. 6523A.*

Docket No: 28485.

Petitioner: Polar Air Cargo, Inc.

Sections of the FAR Affected: 14 CFR 121.583(a)(8).

Description of Relief Sought/ Disposition: To permit up to three dependents of Polar employees who are accompanied by an employee sponsor traveling on official business only and who are trained and qualified in the operation of the emergency equipment on Polar's Boeing-747 cargo aircraft to be added to the list of persons Polar is authorized to transport without complying with the passenger-carrying requirements of §§ 121.309(f), 121.310, 121.391, 121.571, and 121.587; the passenger-carrying operation requirements in §§ 121.157(c), 121.161, and 121.291; and the requirements pertaining to passengers in §§ 121.285, 121.313(f), 121.317, 121.547, and 121.573. *GRANT, May 22, 1998, Exemption No. 6530A.*

Docket No: 17145.

Petitioner: United Airlines.

Sections of the FAR Affected: 14 CFR 121.665 and 121.697(a) and (b)

Description of Relief Sought/ Disposition: To permit UAL to use computerized load manifests that bear the printed name and position of the person responsible for loading the aircraft, instead of that person's signature. *GRANT, May 22, 1998, Exemption No. 2466K.*

Docket No: 29188.

Petitioner: Civil Air Patrol.

Sections of the FAR Affected: 14 CFR 61.113(e).

Description of Relief Sought/ Disposition: To permit the CAP to reimburse CAP members who are private pilots for fuel, oil, supplemental oxygen, fluids, lubricants, preheating, deicing, airport expenses, servicing, and maintenance expenses and certain per diem expenses incurred while serving on official USAF-assigned CAP missions, subject to certain conditions and limitations. *GRANT, May 28, 1998, Exemption No. 6771.*

Docket No.: 29013.

Petitioner: Vintage Flying Museum.

Sections of the FAR Affected: 14 CFR 91.315.

Description of Relief Sought/ Disposition: To permit Vintage to operate its Boeing B–17G (B–17G) aircraft, which is certificated in the limited category, for the purpose of carrying passengers for compensation or hire. *GRANT, May 27, 1998, Exemption No. 6775.*

Docket No.: 29097.

Petitioner: Daniel Webster College.

Sections of the FAR Affected: 14 CFR 141.35(d)(2)(i).

Description of Relief Sought/ Disposition: To permit Mr. Joyce to be eligible to serve as the chief flight instructor for DWC without meeting the required minimum flight training experience of 1,000 flight hours. *DENIAL, May 21, 1998, Exemption No. 6774.*

Docket No.: 29209.

Petitioner: AirNet Systems, Inc.

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

Description of Relief Sought/ Disposition: To permit AirNet to operate eight Learjet aircraft under the provisions of part 135 without a TSO–C112 (Mode S) transponder installed on those aircraft. *GRANT, May 22, 1998, Exemption No. 6772.*

Docket No.: 29201.

Petitioner: Capt. Richard P. Siano.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought/ Disposition: To permit the petitioner to act as pilot in operations conducted under part 121 after reaching his 60th birthday. *DENIAL, May 22, 1998, Exemption No. 6773.*

[FR Doc. 98–15459 Filed 6–9–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Petition for Declaratory Order Regarding Application of Federal Motor Carrier Truth In-Leasing Regulations

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of denial of petition for declaratory order.

SUMMARY: The Owner-Operator Independent Drivers Association, Inc. (OOIDA), Howard Jenkins, Marshall Johnson, Susan Johnson and Jerry Vanboetzelaer filed with the FHWA a petition for declaratory order (the OOIDA petition) seeking a formal ruling by the FHWA that New Prime, Inc., dba Prime, Inc. (Prime) and Success Leasing, Inc. (Success) violated certain provisions of the federal motor carrier truth-in-leasing regulations (49 CFR part 376). This petition was filed after the U.S. District Court for the Western District of Missouri dismissed petitioners' class action complaint against Prime and Success, seeking enforcement of these regulations, on the ground that FHWA has primary jurisdiction to determine whether the regulations have been violated.

The FHWA is denying the OOIDA petition because it fails to raise any issues not adequately addressed by existing legal precedent which require the special expertise of this agency. Although denials of petitions for declaratory orders will not ordinarily be published in the **Federal Register**, the FHWA is publishing this decision to