

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent to Request Renewal From the Office of Management and Budget (OMB) of Current Public Collections of Information**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on 6 currently approved public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before February 5, 1999.

ADDRESSES: Comments on any of these collections may be mailed or delivered to the FAA at the following address: Ms. Judith Street, Room 612, Federal Aviation Administration, Corporate Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on any of the current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection.

Following are short synopses of the 6 currently approved public information collection activities, which will be submitted to OMB for review and renewal:

1. *2120-0003, Malfunction or Defect Report.* The information collections are required by CFR 135 and 145. Malfunction or Defect Reports are mandatory submissions on FAA Form 8010-4, by repair stations certificated under Part 145, and Air taxi operators certificated under Part 135. The collection of this information permits the FAA to evaluate its certification standards, maintenance programs, and regulatory requirements since their effectiveness is reflected in the number of equipment failures or the lack thereof. It is also the basis for issuance of Airworthiness Directives designed to prevent unsafe conditions and accidents. The current number of respondents is estimated to be 20,500 part 135, 145, and other operators encouraged to submit reports. The estimated burden on the public is estimated to be 6,200 hours annually.

2. *2120-0005, General Operating and Flight Rules—FAR 91.* Part A of Subtitle VII of the Revised Title 49 USC authorizes the issuance of regulations governing the use of navigable airspace. The reporting and recordkeeping requirements of 14 CFR Part 91 prescribes rules governing the operation of aircraft (other than moored balloons, kites, rockets and unmanned free balloons) within the United States. The reporting and recordkeeping requirements prescribed by various sections of Part 91 are necessary for FAA to ensure compliance with these provisions. The respondents are individual airmen, state or local governments and businesses. The estimated burden associated with this collection is 230,000 hours annually.

3. *2120-0042, Aircraft Registration.* Public Law 103-272 states that all aircraft must be registered before they may be flown. The registration system provides identification of all civil aircraft in the United States. The registration record also provides evidence of ownership. The respondents are anyone, individual or businesses, wishing to register an aircraft. The respondent population is estimated to be 73,000 with an estimated annual burden of 74,000 hours.

4. *2120-0514, Aviation Insurance.* The Federal Aviation Administration is authorized to provide aviation insurance in emergency situations in which the President determines that continuation of air service is in the foreign policy interest of the United States and the Administrator has determined that aviation insurance is not available on reasonable terms and conditions from commercial sources. There are an estimated 45 respondents, and an estimated burden of 68 hours.

5. *2120-0517, Airport Noise Compatibility Planning—FAR 150.* The respondents are those airport operators voluntarily submitting noise exposure maps and noise compatibility programs to the FAA for review and approval. FAA approval makes airport operators' noise compatibility programs eligible for a 10 percent set-aside of discretionary grant funds under the FAA Airport Improvement Program. The respondents are an estimated 17 state and local governments (airport operators) for an estimated 55,000 hours.

6. *2120-0570, Certificated Training Centers Simulator Rule—Part 142.* To determine compliance, there is a need for airmen to maintain records of certain training and regency of experience. There is a need for training centers to maintain records of students trained, employee qualification and training, and training program approvals.

Information is used to determine compliance with airmen certification and testing to ensure safety. The respondents are an estimated 42 businesses with an estimated annual burden of 5500 hours.

Issued in Washington, DC, on December 1, 1998.

Steve Hopkins,

Manager, Corporate Information Division, APF-100.

[FR Doc. 98-32408 Filed 12-4-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Summary Notice No. PE-98-23]

Petition 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 December 22, 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) 267-2132.

FOR FURTHER INFORMATION CONTACT:
Brenda Eichelberger (202) 267-7470 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 December
2, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 27396.

Petitioner: Northwest Airlines, Inc.

Sections of the FAR Affected: 14 CFR
121.401(d), 121.433(c)(1)(iii),
121.440(a), and 121.441(a)(1) and (b)(1);
appendix F.

Description of Relief Sought/

Disposition: To permit Northwest
Airlines (NWA) to combine recurrent
flight and ground training and
proficiency checks for NWA's flight
crewmembers in a single annual
training and proficiency evaluation
program and meet the line check
requirements of 121.440(a) and SFAR
No. 58 through and FAA-approved
alternative line check program.

Grant: November 3, 1998, Exemption
No. 5815C.

Docket No.: 23940.

Petitioner: Eagle Canyon Airlines, Inc.

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

Description of Relief Sought/

Disposition: To permit Eagle Canyon
Airlines to operate certain aircraft under
the provisions of part 121 without a
TSO-C112 (Mode S) transponder
installed on each of those aircraft.

Grant: November 3, 1998, Exemption
No. 6839.

Docket No.: 010NM.

Petitioner: Boeing Commercial
Airplane Group.

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

Description of Relief Sought/

Disposition: To permit the initial and
recurrent training mandated for
flightcrew by operational regulatory
requirements (e.g., subpart N of part
121) shall include the use of inertia
reels and harnesses, including for the
evacuation of incapacitated occupants.

Grant: November 5, 1998, Exemption
No. 4808B.

[FR Doc. 98-32409 Filed 12-4-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RIN 2120-AF 04

Policy on the Use for Enforcement Purposes of Information Obtained from an Air Carrier Flight Operational Quality Assurance (FOQA) Program

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: General Statement of Policy.

SUMMARY: This document states the FAA
policy concerning the use for
enforcement purposes of information
obtained from an air carrier voluntary
Flight Operational Quality Assurance
(FOQA) program, and sets forth what
the FAA considers to be a FOQA
program for purposes of this policy.

EFFECTIVE DATE: December 7, 1998.

FOR FURTHER INFORMATION CONTACT:

Thomas M. Longridge, Air
Transportation Division, Flight
Standards Service, telephone (703) 661-
0260, facsimile (703) 661-0274, email:
Thomas.Longridge@faa.gov, mailing
address: AFS-230, P.O. Box 20027,
Washington, D.C. 20041, or Peter J.
Lynch, Enforcement Division, Office of
the Chief Counsel, telephone (202) 267-
3137, facsimile (202) 267-7257, email:
Peter.Lynch@faa.gov, mailing address:
AGC-300, 800 Independence Avenue,
SW, Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Background

Since the mid-1940's the civil air
transport accident rate has significantly
decreased. This decrease is due in part
to the air transport industry's practice of
discovering, understanding, and
eliminating factors that lead to accidents
and incidents. For many years, industry,
the FAA, and the National
Transportation Safety Board (NTSB)
have used information from flight data
recorders (FDRs) and digital flight data
recorders (DFDRs) to identify the causes
of accidents and to attempt to eliminate
those causes systematically.

Airplanes used in operation as
conducted under 14 CFR part 121 and
certain types of aircraft used in
operations conducted under parts 91,
125, and 125 are required to have flight
data recorders. Any operator who has
installed approved flight recorders is
required to keep the recorded
information for at least 60 days after an
accident or incident requiring
immediate notification to the NTSB (14
§§ CFR 91.609(G), 121.343(I),
125.225(G), AND 135.152(E)). The flight
data recorder information can thus be

analyzed to determine causes of an
accident or incident.

In the past 20 years, technological
advances in digital flight data recording
and on-board storage media have
increased the potential for obtaining and
analyzing information on the flight
characteristics of an aircraft during its
operation. This information can be
analyzed on a routine basis in order to
identify trends which, if uncorrected,
could lead to an unsafe situation. The
key potential safety benefit of this
strategy is that it would enable the FAA
and aircraft operators to take early
action to prevent accidents. This benefit
would be in addition to current sources
of safety information on which the
agency and industry rely for after-the-
fact accident- or incident-driven data
extraction and analysis which may then
be used to develop safety fixes to
prevent later accidents, and information
from operator self-disclosure programs.
Because of its capacity to provide early
objective identification of safety
shortcoming, the routine analysis of
digital flight data offers significant
additional potential for accident
avoidance.

In January 1995 the Department of
Transportation sponsored an Aviation
Safety Conference in cooperation with
key representatives from industry and
government. A major concern of the
conference was a projection that even if
the currently low accident rate remains
constant, the number of accidents per
year could nevertheless continue to
increase due simply to the increase in
traffic volume expected in the future.
The conference focused therefore on the
development of additional measures
that the FAA and industry might pursue
in the interest of precluding this
possibility. It was observed that while
enforcement will remain a useful tool
for the protection of public safety,
enforcement alone is unlikely to achieve
the further reductions in the accident
rate that are needed. Industry must play
an active role in better identifying
potential threats to safety and in self-
initiating the necessary corrective
actions before they lead to accidents.
Among the recommendations from the
conference, the voluntary
implementation of FOQA programs was
identified as one of the most promising
industry initiatives with realistic
potential to reduce accidents.

Conference participants further
recommended that the FAA sponsor a
FOQA Demonstration Study in
cooperation with industry in order to
permit both government and industry to
develop hands-on experience with
FOQA technology in a U.S.
environment, document the cost-