

4. 2120-0040, Aviation Maintenance Technician Schools—FAR Part 147.14 CFR part 147 prescribes requirements for certification and operation of aviation mechanic schools. The information is necessary to ensure that Aviation Maintenance Technician Schools meet the minimum requirements for procedures and curriculum set forth by the FAA. Also, it is necessary for the FAA to develop minimum standards for properly qualified persons who would enter the aviation industry. The estimated annual burden for reporting and recordkeeping is 79,000 hours.

5. 2120-0056, Report of Inspections Required by Airworthiness Directives, FAR part 39. Airworthiness directives are regulations issued to require corrective action to correct unsafe conditions in aircraft, engines, propellers, and appliances. Records of inspections are often needed when emergency corrective action is taken to determine if the action was adequate to correct the unsafe condition. The respondents are owners and operators of the affected products. The estimated annual burden is 21,000 hours.

6. 2120-0057, Safety Improvement Report Accident Prevention Counselor Activity Reports. Safety Improvements Reports are used by airmen to notify the FAA of hazards to flight operations. Accident Prevention Counselor Activity Reports are used by counselors to advise the FAA of Accident Prevention Program Accomplishments. The affected public are pilots, airport operators, charter and commuter aircraft operators engaging in air transportation. The estimated annual burden for this reporting activity is 4,600 hours.

7. 2120-0067, Air Taxi and Commercial Operator Airport Activity Survey. The information collected through this survey is restricted to all air taxi/commercial operators who are subject to the passenger transportation tax. Response to the survey is voluntary. Data collected is to serve as an input to the FAA revenue emplanement data base which is used in allocating Airport Improvement Program (AIP) funds to airports. The estimated annual burden for this information is 500 hours.

8. 2120-0101, Physiological Training. This collection of information is used to determine if the applicants meet the qualifications for the voluntary physiological training under the FAA/USAF training agreement. The estimated annual burden for this collection is 500 hours.

9. 2120-0508, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes. This is a labeling requirement to put the

date of manufacture and compliance status on the identification plate and is intended to minimize the effort required to determine whether a turbojet engine may legally be installed and operate on a aircraft in the United States as required by 14 CFR part 45. The estimated annual burden associated with this submission is 100 hours.

10. 2120-0524, High Density Traffic Airports Slot Allocation and Transfer Methods. The FAA uses this information to allocate slots and maintain accurate records of slot transfers at the High Density Traffic Airports. The information will be provided by air carriers and commuter operators or other persons holding a slot at High Density Traffic Airports. The estimated annual burden associated with this collection is 1800 hours.

11. 2120-0539, Implementation to the Equal Access to Justice Act (EAJA). The Equal Access to Justice Act provides for the award of attorney fees and other expenses to eligible individuals and entities who are parties to administrative proceedings before government agencies and who prevail over the government. The information collected will be used to determine whether an applicant is eligible to receive an award under the EAJA. The annual estimated burden associated with this collection is 200 hours.

12. 2120-0564, Unescorted Access Privilege—14 CFR parts 107 and 108. The information is required to ensure that airports and air carriers comply with the investigations into the background of individuals permitted unescorted access privileges. The estimated annual burden associated with this collection of information is 37,000 hours.

13. 2120-0569, Airports Grants Program. The FAA collects information from airport sponsors and planning agencies in order to administer the Airports Grants Program. Data is used to determine eligibility, ensure proper use of Federal funds, and ensure project accomplishments.

Issued in Washington, DC, on March 3, 1998.

Steve Hopkins,

*Manager, Corporate Information Division.
ABC-100.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development (R, E&D) Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on April 23-24, at the Washington Dulles Airport Hilton, 13869 Park Center Road, Herndon, Virginia.

On Thursday, April 23 the meeting will begin at 8:00 a.m. and end at 5:00 p.m. On Friday, April 24 the meeting will begin at 8:00 a.m. and end at 5:00 p.m. The meeting agenda will review the Federal Aviation Administration planned fiscal year 2000 research and development investments in the areas of air traffic services, airports, aircraft safety, security, human factors and environment and energy.

Attendance is open to the interested public but limited to space available. Persons wishing to attend the meeting or obtain information should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the Committee at any time

Issued in Washington, DC on February 13, 1998.

Jan Brecht-Clark,

Acting Director, Office of Aviation Research.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.