

**DATES:** Please submit comments by April 30, 2008

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney at [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Certification of Airports, 14 CFR part 139.

*Type of Request:* Extension without change of a currently approved collection.

*OMB Control Number:* 2120-0675.

*Form(s):* 5280-1.

*Affected Public:* An estimated 600 Respondents.

*Frequency:* This information is collected on occasion.

*Estimated Average Burden per Response:* Approximately 22 hours per response.

*Estimated Annual Burden Hours:* An estimated 52,993 hours annually.

*Abstract:* This rule revised the airport certification regulations and establishes certification requirements for airports serving scheduled air carrier operations in aircraft with 10-30 seats. The changes to 14 CFR Part 139 result in additional information collections from respondents.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to Nathan Lesser, Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov) or faxed to (202) 395-6974.

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 estimates 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.

Issued in Washington, DC, on March 21, 2008.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. E8-6339 Filed 3-28-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Federal Aviation Administration, SWIFT Customer Satisfaction Survey**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. This collection of information is necessary to determine how satisfied applicants are with the automated staffing solution.

**DATES:** Please submit comments by May 30, 2008.

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Federal Aviation Administration, SWIFT Customer Satisfaction Survey.

*Type of Request:* Extension of an approved collection.

*OMB Control Number:* 2120-0699.

*Forms(s):* There are no FAA forms associated with this collection.

*Affected Public:* A total of 50,000 Respondents.

*Frequency:* The information is collected on occasion.

*Estimated Average Burden Per Response:* Approximately 3 minutes per response.

*Estimated Annual Burden Hours:* An estimated 2,500 hours annually.

*Abstract:* This collection of information is necessary to determine how satisfied applicants are with the automated staffing solution. The information will enable the FAA to improve and enhance its automated staffing process.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

*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 estimates 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.

Issued in Washington, DC, on March 20, 2008.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. E8-6341 Filed 3-28-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Certificated Training Centers—Simulator Rule, Part 142**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. To determine regulatory compliance, there is a need for airmen to maintain records of certain training and recentness of experience.

**DATES:** Please submit comments by May 30, 2008.

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Certificated Training Centers—Simulator Rule, Part 142.

*Type of Request:* Extension of an approved collection.

*OMB Control Number:* 2120-0570.

*Forms(s):* There are no FAA forms associated with this collection.

*Affected Public:* A total of 108 Respondents.

*Frequency:* The information is collected on occasion.

*Estimated Average Burden per Response:* Approximately 1177.5 hours per response.

*Estimated Annual Burden Hours:* An estimated 127,180 hours annually.

*Abstract:* To determine regulatory compliance, there is a need for airmen to maintain records of certain training and recentness of experience; training center have to maintain records of students' training, employee qualification and training, and training program approvals.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

*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 estimates 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.

Issued in Washington, DC, on March 20, 2008.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. E8-6342 Filed 3-28-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Airworthiness Criteria: Airship Design Criteria for Zeppelin Luftschifftechnik GmbH Model LZ N07 Airship**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of issuance of final design criteria.

**SUMMARY:** This document announces the issuance of final design criteria for the Zeppelin Luftschifftechnik GmbH model LZ N07 airship. The German aviation airworthiness authority, the Luftfahrt-Bundesamt (LBA), forwarded an application for type validation of the Zeppelin Luftschifftechnik GmbH Company KG (ZLT) model LZ N07 airship on October 1, 2001. The airship will meet the provisions of the Federal Aviation Administration (FAA) normal category for airships operations and will be certificated for day and night visual flight rules (VFR); additionally, an operator of this airship may petition for

exemption to operate the airship in other desired operations.

**EFFECTIVE DATE:** March 21, 2008.

**FOR FURTHER INFORMATION CONTACT:** Federal Aviation Administration, Attention: Mr. Karl Schletzbaum, Project Support Office, ACE-112, 901 Locust, Kansas City, Missouri 64106; telephone: 816-329-4146; e-mail: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov); facsimile (816) 329-4090.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

Under the provisions of the Bilateral Aviation Safety Agreement (BASA) between the United States and Germany, the German aviation airworthiness authority, the Luftfahrt-Bundesamt (LBA), forwarded an application for type validation of the Zeppelin Luftschifftechnik GmbH Company KG (ZLT) model LZ N07 airship on October 1, 2001. The LZ N07 has a rigid structure, 290,330 cubic foot displacement and has accommodations for twelve passengers and two crewmembers. The airship will meet the provisions of the FAA normal category for airships; additionally, an operator of this airship may petition for exemption to operate the airship in other desired operations. The airship will be certificated for day and night visual flight rules (VFR).

##### **Discussion of Comments**

On April 10, 2007, the Federal Aviation Administration issued a notice of availability of proposed airworthiness design criteria for the ZLT model LZ N07 airship. The criteria was the certification basis accepted for the U.S. validated of the airship according to 14 CFR part 21, § 21.17(b). This criteria consisted of the German national standard Lufttüchtigkeitsforderungen für Luftschiffe der Kategorien Normal und Zubringer (LFLS) [Airworthiness Requirements: Normal and Commuter Category Airships] and equivalent requirements identified by the national aviation authority of Germany, the LBA.

The notice was published for public comment on May 3, 2007 (72 FR 24656). The comment period closed on June 4, 2007.

A commenter from the airship design industry requested that we extend the comment period for the proposed design criteria. We agreed and issued the reopening of the comment period on July 7 and published a notice on July 16, 2007 (72FR 38858).

Three commenters provided their comments on the notice. While the notice was not a notice of a regulatory change or requirement, the FAA is responding to the comments.

Two commenters came from firms that proposed to operate airships. These comments were supportive of the standard and the process.

The third commenter came from an airship manufacturer, which provided extensive comments as discussed below in the sections of the LFLS.

##### *General Comment*

In its decision to accept the German LFLS certification requirements, the FAA has stated, "the LFLS requirements are at least equivalent to and, in many cases, more conservative than the requirements for the normal category contained in the ADC." The LFLS requirements are for an airship designed to meet a "commuter" category for carrying passengers, hence a higher level of safety is appropriate. [Note: ADC means Airship Design Criteria.]

By this statement, it is implied that the ZLT airship will meet a higher standard of certification, where in fact, the airship does not currently meet several critical safety requirements in both the LFLS and FAA-P-8110-2 Design Criteria. It has, therefore, been designed and accepted to a lesser standard.

More importantly, several of the claims by ZLT to demonstrate an equivalent level of safety are not supported by reasonable argument but are really requests for exemption. They are also at odds with FAA determinations in previous U.S. airship certification programs in critical areas affecting safety of flight and in FAA efforts for standardization.

In reviewing the ZLT exemptions, it also became apparent that the Zeppelin airship design is a significant departure from a conventional non rigid design. The industry and the FAA understand that the designation of conventional non rigid design implies a certain level of capability, especially in emergency conditions, and, therefore a certain level of operating environment has been granted. If the applicant continues to seek exemptions or if these exemptions are granted, it is more appropriate to call this airship a hybrid and, thus, issue special operating limitations, which limit the regime it can fly in.

Generally, it is not understood why such latitude is being contemplated. In previous U.S. airship certification programs, the FAA has rigidly applied, and the airship industry has rigidly complied with certain fundamental airship certification requirements with no exemptions being granted. The ZLT airship certification program in Germany does not appear to have met some of these basic requirements. In addition, the FAA would appear to be