

G. Solicitation of Comments on Use of Plain Language

Section 722 of the Gramm-Leach-Bliley Act, Public Law 106-102, 113 Stat. 1338, 1471 (Nov. 12, 1999), requires the Federal banking agencies to use plain language in all proposed and final rulemakings published in the Federal Register after January 1, 2000. As noted above, the FDIC has determined that it is unnecessary to publish a notice of proposed rulemaking for these technical amendments. The FDIC has sought to present the final rule in a simple and straightforward manner.

List of Subjects in 12 CFR 327

Bank deposit insurance; Banks, Banking; Savings associations.

Authority and Issuance

For the reasons set forth in the preamble, chapter III of title 12 of the Code of Federal Regulations is amended as follows:

PART 327—ASSESSMENTS

■ 1. The authority citation for part 327 continues to read as follows:

Authority: 12 U.S.C. 1441, 1813, 1815, 1817-19, 1821.

■ 2. In § 327.8, add paragraph (z) to read as follows:

§ 327.8 Definitions.

* * * * *

(z) Well capitalized, adequately capitalized and undercapitalized. For any insured depository institution other than an insured branch of a foreign bank, Well Capitalized, Adequately Capitalized and Undercapitalized have the same meaning as in: 12 CFR 6.4 (for national banks and federal savings associations), as either may be amended from time to time, except that 12 CFR 6.4(c)(1)(v) and (e), as they may be amended from time to time, shall not apply; 12 CFR 208.43 (for state member institutions), as either may be amended from time to time, except that 12 CFR 208.43(b)(1)(v) and (c), as they may be amended from time to time, shall not apply; and 12 CFR 324.403 (for state nonmember institutions and state savings associations), as either may be amended from time to time, except that 12 CFR 324.403(b)(1)(v) and (d), as they may be amended from time to time, shall not apply.

■ 3. In § 327.11, revise paragraphs (c)(3)(i) and (c)(11)(i) to read as follows:

§ 327.11 Surcharges and assessments required to raise the reserve ratio of the DIF to 1.35 percent.

* * * * *

(c) * * *
(3) * * *

(i) Fraction of quarterly regular deposit insurance assessments paid by credit accruing institutions. The fraction of assessments paid by credit accruing institutions shall equal quarterly deposit insurance assessments, as determined under §§ 327.9 and 327.16, paid by such institutions for each assessment period during the credit calculation period, divided by the total amount of quarterly deposit insurance assessments paid by all insured depository institutions during the credit calculation period, excluding the aggregate amount of surcharges imposed under paragraph (b) of this section.

* * * * *

(11) * * *

(i) The FDIC shall apply assessment credits awarded under paragraph (c) of this section to an institution's deposit insurance assessments, as calculated under §§ 327.9 and 327.16, only for assessment periods in which the reserve ratio of the DIF is at least 1.38 percent.

* * * * *

■ 4. In § 327.16, revise paragraphs (a)(1)(ii)(B) and (c)(2) to read as follows:

§ 327.16 Assessment pricing methods—beginning the first assessment period after June 30, 2016, where the reserve ratio of the DIF as of the end of the prior assessment period has reached or exceeded 1.15 percent.

(a) * * *

(1) * * *

(ii) * * *

(B) Definition of loan mix index. The Loan Mix Index assigns loans in an institution's loan portfolio to the categories of loans described in the following table. The Loan Mix Index is calculated by multiplying the ratio of an institution's amount of loans in a particular loan category to its total assets by the associated weighted average charge-off rate for that loan category, and summing the products for all loan categories. The table gives the weighted average charge-off rate for each category of loan. The Loan Mix Index excludes credit card loans.

LOAN MIX INDEX CATEGORIES AND WEIGHTED CHARGE-OFF RATE PERCENTAGES

Table with 2 columns: Loan Mix Index Categories and Weighted charge-off rate (percent). Rows include Construction & Development, Commercial & Industrial, Leases, Other Consumer, and Real Estate Loans Residual.

LOAN MIX INDEX CATEGORIES AND WEIGHTED CHARGE-OFF RATE PERCENTAGES—Continued

Table with 2 columns: Loan Mix Index Categories and Weighted charge-off rate (percent). Rows include Multifamily Residential, Nonfarm Nonresidential, 1-4 Family Residential, Loans to Depository Banks, Agricultural Real Estate, and Agriculture.

* * * * *

(c) * * *

(2) Capital evaluations. Each new small institution will receive one of the following three capital evaluations on the basis of data reported in the institution's Consolidated Reports of Condition and Income or Thrift Financial Report (or successor report, as appropriate) dated as of the last day of each assessment period: Well Capitalized, Adequately Capitalized, or Undercapitalized as defined in § 327.8(z) of this chapter.

* * * * *

Dated at Washington, DC, on March 20, 2018.

By order of the Board of Directors. Federal Deposit Insurance Corporation. Valerie Best, Assistant Executive Secretary.

[FR Doc. 2018-06920 Filed 4-4-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0245; Product Identifier 2018-CE-012-AD; Amendment 39-19234; AD 2018-07-03]

RIN 2120-AA64

Airworthiness Directives; Piper Aircraft, Inc.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are superseding Airworthiness Directive (AD) 2018-02-05 for certain Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T airplanes. AD 2018-02-

05 required inspecting the fuel tank selector cover to verify the left and right fuel tank selector placards are located at the proper positions and replacing those that are improperly located with new placards. This AD addresses the same unsafe condition and requires the same actions as AD 2018-02-05, but changes the inspection of the fuel tank selector cover to a preflight check and allows for various fuel selector clocking configurations. This AD was prompted by our determination to allow the owner/operator (pilot) holding at least a private pilot certificate to perform the preflight check. We are issuing this AD to allow the pilot to do a preflight check of the fuel selector placards.

DATES: This AD is effective April 20, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 20, 2018.

We must receive any comments on this AD by May 21, 2018.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; telephone: (772) 567-4361; internet: www.piper.com/technical-publications-documents/. You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0245.

Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0245; or in person at Docket Operations

between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800-647-5527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Boyce Jones, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5535; fax: (404) 474-5606; email: boyce.jones@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued AD 2018-02-05, Amendment 39-19158 (83 FR 3064, January 23, 2018), (“AD 2018-02-05”), for certain Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T airplanes. AD 2018-02-05 required inspecting the fuel tank selector cover to verify the left and right fuel tank selector placards are located at the 12:00 and 3:00 clock positions, respectively, and replacing those that are improperly located with new placards. AD 2018-02-05 resulted from a quality control issue that resulted in the installation of fuel tank selector covers with the placement of the left and right fuel tank selector placards installed in reverse. We issued AD 2018-02-05 to prevent fuel management error. The unsafe condition, if not addressed, could result in fuel starvation and loss of engine power in flight.

Actions Since AD 2018-02-05 Was Issued

Since we issued AD 2018-02-05, we have determined that the owner/operator (pilot) holding at least a private pilot certificate will be allowed to perform the preflight check of the fuel tank selector placards.

Related Service Information Under 1 CFR Part 51

We reviewed Piper Aircraft, Inc. Service Bulletin No. 1309A, dated March 6, 2018. The service bulletin describes procedures for doing a preflight check of the fuel tank selector cover to verify the left and right fuel tank selector placards are located in the proper positions, and replacing those that are improperly located with a new placard. This service information is reasonably available because the

interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires doing a preflight check of the fuel tank selector cover to verify the left and right fuel tank selector placards are located at the proper positions and replacing those that are improperly located with new placards. The preflight check required in this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

FAA's Justification and Determination of the Effective Date

The FAA previously determined that the risk to the flying public justified waiving notice and comment prior to the adoption of AD 2018-02-05. This AD is being issued to relieve the maintenance requirements found in 2018-02-05, by changing the inspection of the fuel tank selector cover to a preflight check, while also allowing for various fuel selector clocking configurations. Because the substance of AD 2018-02-05 remains the same, but for the relieving aspects noted in this AD, we find good cause that notice and opportunity for prior public comment are unnecessary. In addition, for the reasons stated above, we find that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA-2018-0245 and product identifier 2018-CE-012-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy

aspects of this final rule. We will consider all comments received by the closing date and may amend this final rule because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this final rule.

Costs of Compliance

We estimate that this AD affects 17,957 airplanes, of U.S. registry.

We estimate the following costs to comply with this AD:

Since this AD allows the owner/operator (pilot) holding at least a private pilot certificate to perform the required preflight check of the fuel tank selector

placards, there is a reduction in cost associated with this AD.

We estimate the following costs to do any necessary replacements that will be required based on the results of the preflight check of the left and right fuel tank selector placards for proper installation inspection. We have no way of determining the number of aircraft that might need this replacement:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Install new fuel selector placards on the fuel selector cover.	.5 work-hour × \$85 per hour = \$42.50	\$9.26	\$51.76

According to the manufacturer, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all costs in our cost estimate.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the

Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2018–02–05, Amendment 39–19158 (83 FR 3064, January 23, 2018) and adding the following new AD:

2018–07–03 Piper Aircraft, Inc:

Amendment 39–19234; Docket No. FAA–2018–0245; Product Identifier 2018–CE–012–AD.

(a) Effective Date

This AD is effective April 20, 2018.

(b) Affected ADs

This AD replaces 2018–02–05, Amendment 39–19158 (83 FR 3064, January 23, 2018) (“AD 2018–02–05”).

(c) Applicability

This AD applies to the following Piper Aircraft, Inc. airplane models and serial numbers (S/Ns) that are certificated in any category:

TABLE—1 TO PARAGRAPH (C) OF THIS AD—APPLICABLE AIRPLANE MODELS AND S/NS

Model	Serial No.
PA–28–140	28–20001 through 28–26946; 28–7125001 through 28–7725290.
PA–28–150	28–03, 28–1 through 28–4377, and 28–1760A.
PA–28–151	28–7415001 through 28–7715314.
PA–28–160	28–03, 28–1 through 28–4377, and 28–1760A.

TABLE—1 TO PARAGRAPH (c) OF THIS AD—APPLICABLE AIRPLANE MODELS AND S/NS—Continued

Model	Serial No.
PA-28-161	2841001 through 2841365, 28-7716001 through 28-8216300, 28-8316001 through 28-8616057, 2816001 through 2816109, 2816110 through 2816119, and 2842001 through 2842420.
PA-28-180	28-03, 28-671 through 28-5859, 28-7105001 through 28-7205318, 28-E13, and 28-7305001 through 28-7505261.
PA-28-181	28-7690001 through 28-8690056, 28-8690061, 28-8690062, 2890001 through 2890205, 2890206 through 2890231, and 2843001 through 2843879.
PA-28-236	28-7911001 through 28-8611008 and 2811001 through 2811050.
PA-28-201T	28-7921001 through 28-7921095.
PA-28R-180	28R-30002 through 28R-31270 and 28R-7130001 through 28R-7130019.
PA-28R-200	28R-30482, 28R-35001 through 28R-35820, 28R-7135001 through 28R-7135238, and 28R-7235001 through 28R-7635545.
PA-28R-201	28R-7737002 through 28R-7837317, 2837001 through 2837061, and 2844001 through 2844171.
PA-28R-201T	28R-7703001 through 28R-7803374 and 2803001 through 2803015.
PA-28RT-201	28R-7918001 through 28R-8218026.
PA-28RT-201T	28R-7931001 through 28R-8631005, and 2831001 through 2831038.

(d) Subject

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 11, Placard and Markings.

(e) Unsafe Condition

This AD was prompted by our determination to change the inspection of the fuel tank selector cover to a preflight check and allows for various fuel selector clocking configurations. We are issuing this AD to allow the pilot to do a preflight check of the fuel selector placards.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Preflight Check of the Fuel Selector Cover

Before further flight after April 20, 2018 (the effective date of this AD), check the left and right fuel selector cover placards for proper installation using the Appendix to this AD. If the fuel selector placards are properly installed, no further action is required. The preflight check of the fuel selector cover may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)–(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Install Temporary Fuel Selector Placards

If improper (reversed clock positions) installation of the left and right fuel selector placards is found during the preflight check of the fuel selector cover required in paragraph (g) of this AD, before further flight, fabricate and install temporary left and right fuel selector placards using Part II of Piper SB No. 1309A, dated March 6, 2018. In lieu of installing the temporary placards required by this paragraph, you may install the permanent placards specified in paragraph (i) of this AD. An FAA-approved licensed mechanic authorized to do maintenance is required to do any fabrication and installation of the fuel selector placards required in this AD.

(i) Install Permanent Fuel Selector Placards

Within the next 100 hours time-in-service (TIS) after April 20, 2018 (the effective date of this AD), replace the temporary placard installed in paragraph (h) of this AD with permanent left and right fuel selector placards using Part III of Piper SB No. 1309A, dated March 6, 2018, unless already done in lieu of installing the temporary placards specified in paragraph (h) of this AD.

(j) Credit for Previous Actions

This AD allows credit for doing the actions required in paragraphs (g) through (i) of this AD using Piper Aircraft, Inc. Service Bulletin No. 1309, dated October 10, 2017, if done before the effective date of this AD in compliance with AD 2018-02-05.

(k) Special Flight Permit

A special flight permit is allowed for this AD per 14 CFR 39.23 with the following limitations: Flights are not to exceed a total of 100 hours TIS with temporary placards installed.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (m) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2018-02-05 are not approved as AMOCs for the corresponding provisions of this AD.

(m) Related Information

For more information about this AD, contact Boyce Jones, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5535; fax: (404) 474-5606; email: boyce.jones@faa.gov.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Piper Aircraft, Inc. Service Bulletin No. 1309A, dated March 6, 2018.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; telephone: (772) 567-4361; internet: www.piper.com/technical-publications-documents/.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Appendix to AD 2018-07-03**Special Preflight Check**

Note: This action may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with AD 2018-07-03 in accordance with 14 CFR 43.9 (a)(1)–(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439. This action may also be performed by an FAA-approved licensed mechanic.

(1) Compare the currently installed fuel selector cover against the covers shown in Figure 2, View A–A:

(a) If the currently installed fuel selector cover *matches the cover* shown in Figure 2, View A–A, then proceed to Step 2.

(b) If the currently installed fuel selector cover *does not match the cover* shown Figure 2, View A–A (**Note:** *The fuel selector cover*

that does not match View A-A is a flat round plate without any features that limit the rotational travel of the fuel selector lever), then the remaining instructions in AD 2018-07-03 do not apply and no further action is required. Compliance with this part of AD 2018-07-03 must be documented by the

owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

Note: Documentation in the aircraft logbook should include: (1) Current Date (2) Tach Time (3) Statement that the comparison has been accomplished, including the AD number and Revision date (4) Sign and Print Name (5) Certificate Type & Number.

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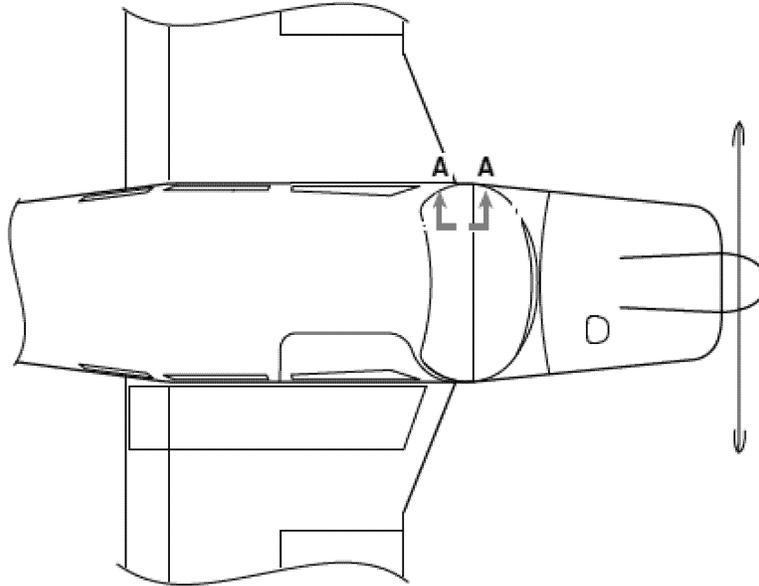
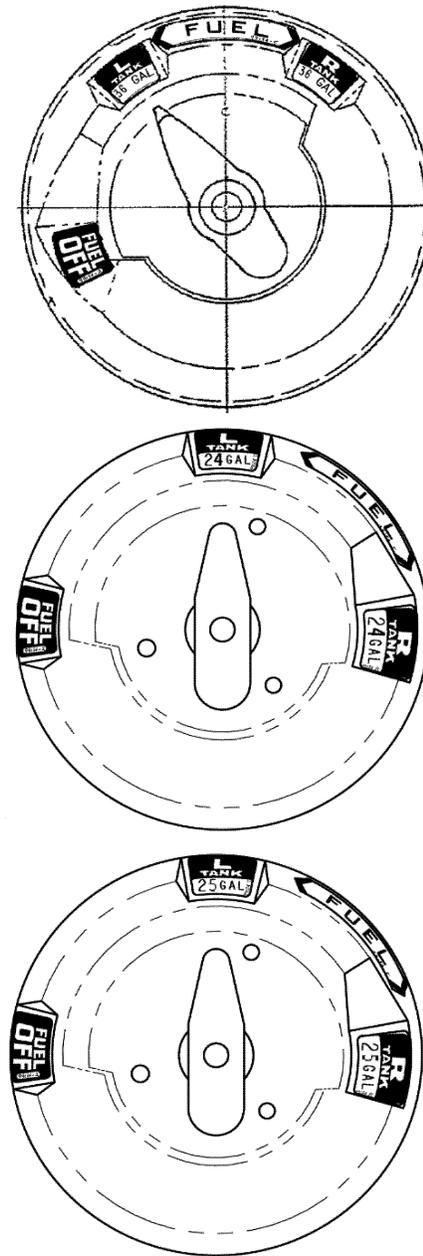


Figure 1 to the Appendix of AD 2018-07-03, Plane View Fuel Selector Cover Configurations – Location and Identification



Note: The pictures are exemplar only to indicate the position of the FUEL OFF, L TANK and R TANK orientation of the placards. The most important aspect of this comparison is the orientation of the FUEL OFF, L TANK, and R TANK placards.

Note: The fuel tank capacity stated on the L TANK and R TANK placards will vary by aircraft model, but the location of these placards with respect to the fuel selector cover must all conform to View A-A

Figure 2 to the Appendix of AD 2018-07-03, View A-A Fuel Selector Cover Configurations – Location and Identification

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(2) Compare the currently installed fuel selector cover to the illustration in Figure 2, View A-A. Examine all placards for proper placement, with specific emphasis on the

location of the placards labeled L TANK and R TANK.

Note: The fuel selector cover placard positions will vary. See Figure 2, View A-A.

(a) If the placards are in the proper locations, then no further action is required. Compliance with this part AD 2018-07-03 must be documented by the owner/operator (pilot) holding at least a private pilot

certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)–(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

Note: Documentation in the aircraft logbook should include: (1) Current Date (2) Tach Time (3) Statement that the comparison has been accomplished, including the AD number and Revision date (4) Sign and Print Name (5) Certificate Type & Number.

(b) If replacement is required, proceed to either paragraph (h) and (i) of AD 2018–07–03.

Issued in Kansas City, Missouri, on March 23, 2018.

Melvin J. Johnson,

Deputy Director, Policy & Innovation Division, Aircraft Certification Service.

[FR Doc. 2018–06336 Filed 4–4–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2016–9378; **Airspace**
Docket No. 16–ASW–16]

Amendment, Revocation, and Establishment of Class D and E Airspace; Enid Vance AFB, OK; Enid Woodring Municipal Airport, OK; Enid, OK; and Vance AFB, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action: Removes the Class D airspace for Enid Woodring Municipal Airport, OK, and Enid Vance AFB, OK; establishes Class D airspace for Enid Woodring Regional Airport, Enid, OK, and Vance AFB, OK; amends the Class E airspace designated as a surface area for Enid Woodring Regional Airport; establishes Class E airspace designated as a surface area for Vance AFB; removes the Class E airspace designated as an extension of Class D and Class E surface areas at Enid Woodring Municipal Airport, OK, and Enid Vance AFB, OK; establishes Class E airspace designated as an extension of Class D and Class E surface areas at Enid Woodring Regional Airport and Vance AFB; and amends the Class E airspace extending upward from 700 feet above the surface at Enid Woodring Regional Airport and Vance AFB. Due to the differing operating hours of the two airports, the airspace descriptions are being separated for safety and management of instrument flight rules (IFR) operations at these airports. Additionally, airspace redesign is

necessary to accommodate new instrument procedures at Enid Woodring Regional Airport.

DATES: Effective 0901 UTC, July 19, 2018. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at http://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741–6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends Class D and Class E airspace in the Enid, OK, area to support IFR operations.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (82 FR 28794; June 26, 2017) for Docket No. FAA–2016–9378 to remove the Class D and Class E airspace

at Enid Woodring Municipal Airport, OK, and Enid Vance AFB, OK, and establish and amend Class D and E airspace at Enid Woodring Regional Airport, OK, and Vance AFB, OK, to enhance the safety and management of IFR operations at these airports. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class D and Class E airspace designations are published in paragraph 5000, 6002, 6004, and 6005, respectively, of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

Differences From the NPRM

The description for the Class E airspace designated as an extension to Class D or Class E surface area at Enid Woodring Regional Airport, Enid, OK, has been updated to include the radial and width information for the extensions that was inadvertently omitted from the NPRM.

The description for the Class E airspace designated as an extension to Class D or Class E surface area at Vance AFB, OK, has been updated to include the radial and width information for the extensions that was inadvertently omitted from the NPRM.

The airspace description for the Class D airspace at Vance AFB, OK, has been simplified to provide a clearer description of the airspace.

The airspace description for the Class E airspace designated as a surface area at Vance AFB, OK, has been simplified to provide a clearer description of the airspace.

The eastern boundary for the Class E airspace area extending upward from 700 feet or more above the surface for Enid, OK, has been changed from “8.7 miles east and west of Vance AFB” to “9.1 miles east and 8.7 miles west of Vance AFB” to fully contain the new southern Class E airspace area designated as an extension to Class D or Class E surface areas at Enid Woodring Regional Airport within this airspace. Additionally, the exclusionary language in the airspace description is no longer required and has been removed.

Additionally, the geographic coordinates for Vance AFB are being updated to coincide with a recent change to the FAA aeronautical database.