

additional burden upon the public than was already proposed.

### Cost Impact

The FAA estimates that 40 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 15 workhours to accomplish these actions, and that the average labor rate is approximately \$60 an hour. Parts will be provided by the manufacturer at no cost to the owners/operators of the affected airplanes. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$36,000, or \$900 per airplane. These figures are based on the presumption that no affected airplanes have these modifications incorporated.

Pilatus has informed the FAA that all 40 airplanes in the U.S. registry have these modifications incorporated. With this in mind, this AD imposes no cost impact upon the public.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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); and (3) 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. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration 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. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

98-11-20 Pilatus Aircraft Ltd.: Amendment 39-10545; Docket No. 97-CE-38-AD.

**Applicability:** Models PC-12 and PC-12/45 airplanes, serial numbers MSN 101 through 180, certificated in any category, that incorporate an executive cabin layout.

**Note 1:** Models PC-12 and PC-12/45 airplanes that incorporate a corporate-utility cabin layout are not affected by this AD.

**Note 2:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent head injuries during an airplane crash because the lavatory wall and passenger seat configuration do not meet current head injury criteria regulations, accomplish the following:

(a) Modify the lavatory wall and passenger seat configuration in accordance with Pilatus Service Bulletin No. 25-003, dated May 7, 1997, or Pilatus Service Bulletin No. 25-003, Rev. 1, dated April 7, 1998.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to Pilatus Service Bulletin No. 25-003, dated May 7, 1997, or Pilatus Service

Bulletin No. 25-003, Rev. 1, dated April 7, 1998, should be directed to Pilatus Aircraft Ltd., Marketing Support Department, CH-6370 Stans, Switzerland; telephone: +41 41-6196 233; facsimile: +41 41-6103 351. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) The modification required by this AD shall be done in accordance with Pilatus Service Bulletin No. 25-003, dated May 7, 1997, or Pilatus Service Bulletin No. 25-003, Rev. 1, dated April 7, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pilatus Aircraft Ltd., Marketing Support Department, CH-6370 Stans, Switzerland. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Swiss AD HB 97-249, dated May 31, 1997.

(f) This amendment becomes effective on July 13, 1998.

Issued in Kansas City, Missouri, on May 18, 1998.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-13924 Filed 5-27-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 71

[Airspace Docket No. 97-ANM-20]

### Amendment of Class E Airspace; Livingston, MT, and Butte, MT, and Removal of Class E Airspace; Coppertown, MT

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

**ACTION:** Final rule.

**SUMMARY:** This action combines the Coppertown, MT, Class E airspace area with the existing Butte, MT, Class E airspace area. This combined airspace is now designated the Butte, MT, Class E airspace area. This action also amends the adjacent Class E airspace at Livingston, MT, by providing additional controlled airspace to accommodate the development of new Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at the Livingston Airport.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal

Aviation Administration, Docket No. 97-ANM-20, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

#### SUPPLEMENTARY INFORMATION

#### History

On February 25, 1998, the FAA proposed to amend Title 14, Code of Federal Regulation, part 71 (14 CFR part 71) by removing the Coppertown, MT, airspace area and revising the Livingston, MT, and Butte, MT, Class E airspace areas (63 FR 9462). This revision provides the additional airspace necessary to encompass a GPS SIAP for the Mission Field Airport, Livingston, MT. This action also corrects two errors discovered in the proposal. A spelling error and an incorrect airport name listed in the legal description are corrected herein. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Livingston, MT, and Butte, MT, while also removing Class E airspace at Coppertown, MT. This action combines the Coppertown, MT, Class E airspace area with the existing Butte, MT, Class E airspace area. This combined airspace is now designated the Butte, MT, Class E airspace area. The incorrectly named Coppertown, MT, airspace does not serve an airport, has no associated town, and is solely a navigational aid located close to Butte, MT. This amendment also provides the additional airspace necessary to fully encompass the GPS-A SIAP to the Mission Field Airport, Livingston, MT. Additionally, this rule revises the common airspace boundaries where Livingston, MT, and Butte, MT, airspace areas meet in order to better distribute the airspace serving the respective airports and to provide for easier cartography. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rule

(IFR) at the Mission Field Airport and between the terminal and en route transition stages.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

##### ANM MT E5 Coppertown, MT [Removed]

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##### ANM MT E5 Butte, MT [Revised]

Bert Mooney Airport, Butte, MT  
(Lat. 45°57'17" N, long. 112°29'51" W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat 46°20'30"N, long 112°48'33"W; to lat 46°10'30"N, long 113°07'03"W; to lat 45°57'05"N, long.

112°47'43"W; to lat. 45°51'20"N, long. 112°27'33"W; to lat. 46°03'20"N, long. 112°20'03"W; to lat. 46°18'30"N, long. 112°30'33"W; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 45°35'00"N, long 113°05'00"W; to lat. 46°37'00"N, long. 113°05'00"W; to lat 46°37'00"N, long. 112°26'00"W; to lat. 46°16'00"N, long. 112°00'00"W; to lat. 45°35'00"N, long. 112°00'00"W; thence to point of beginning; excluding that airspace within Federal airways, and the Helena, MT, the Dillon, MT, and the Missoula, MT, Class E airspace areas.

\* \* \* \* \*

##### ANM MT E5 Livingston, MT [Revised]

Mission Field, Livingston, MT  
(Lat. 45°41'58"N, long 110°26'54"W)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of the Mission Field Airport, and that airspace bounded by a line beginning at Lat. 45°40'30"N, long 110°15'20"W; to lat. 45°47'30"N, long. 110°15'30"W; to lat 45°47'30"N, long. 110°23'00"W; to lat. 46°02'20"N, long. 110°31'00"W; to lat. 45°58'00"N, long. 110°47'15"W; to lat. 45°38'45"N, long. 110°37'00"W; thence to point of beginning and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 46°16'00"N, long 112°00'00"W; to lat. 46°37'00"N, long. 111°30'00"W; to lat 46°37'00"N, long. 110°43'00"W; to lat. 46°00'00"N, long. 112°29'00"W; to lat. 46°00'00"N, long. 109°30'00"W; to lat. 45°30'00"N, long. 109°30'00"W; to lat. 45°30'00"N, long. 112°00'00"W; thence to point of beginning; excluding that airspace within Federal airways, the Helena, MT, and the Billings, MT, Class E airspace areas.

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Issued in Seattle, Washington, on May 5, 1998.

**Joe E. Gingles,**

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 98-14169 Filed 5-27-98; 8:45 am]

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#### SECURITIES AND EXCHANGE COMMISSION

##### 17 CFR Part 232

[Release Nos. 33-7539; 34-40003; 35-26876; 39-2363; IC-23191]

RIN 3235-AG96

#### Adoption of Updated EDGAR Filer Manual

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final Rules.

**SUMMARY:** The Commission is adopting an updated edition of the EDGAR Filer Manual and is providing for its