

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 the following new airworthiness directive:

**McDonnell Douglas:** Docket 98–NM–166–AD.

**Applicability:** Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), and DC–9–87 (MD–87) series airplanes, and Model MD–88 airplanes; as listed in

McDonnell Douglas Service Bulletin MD80–55–054, dated March 3, 1998; certificated in any category.

**Note 1:** 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 as indicated, unless accomplished previously.

To detect and correct corrosion of the lug bores and the surface of the hinge plates of the vertical-to-horizontal stabilizer, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Within 18 months after the effective date of this AD, perform a one-time visual inspection to detect corrosion of the lug bores and the surface of the hinge plates of the vertical-to-horizontal stabilizer, in accordance with McDonnell Douglas Service Bulletin MD80–55–054, dated March 3, 1998.

(1) **Condition 1:** If no corrosion is detected, no further action is required by this paragraph.

(2) **Condition 2:** If any corrosion is detected that is within the limits specified in the Structural Repair Manual, prior to further flight, remove the corrosion in accordance with the service bulletin.

(3) **Condition 3:** If any corrosion is detected that exceeds the limits specified in the Structural Repair Manual, prior to further flight, replace the hinge plates with new parts, in accordance with the service bulletin.

(b) Within 10 days after accomplishing the inspection required by paragraph (a) of this AD, or within 10 days after the effective date of this AD, whichever occurs later, submit a report of the inspection results (both positive and negative findings) to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712–4137; fax (562) 627–5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) 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.

Issued in Renton, Washington, on June 19, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98–17007 Filed 6–25–98; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97–CE–138–AD]

RIN 2120–AA64

### Airworthiness Directives; Cessna Aircraft Company 180 and 185 Series Airplanes.

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to supersede Airworthiness Directive (AD) 80–10–01, which is applied to certain Cessna Aircraft Company 180 and 185 series airplanes that are equipped with Airglas Engineering Company, Inc., (AECI) Model LW3600–180 single position or Model LW3600–180A two position fixed penetration wheel ski installations. AD 80–10–01 currently requires: modifying the ski bungee assemblies, safety cables, and check cables; limiting the maximum airspeed to 160 knots with skis installed; and installing an airspeed limitation placard. The proposed AD would retain the actions required in AD 80–10–01, and would require marking the maximum airspeed limits on the airspeed indicator; placing a supplemental airplane flight manual (AFM) and AFM supplement in the cockpit; and adding the Cessna Model 180K airplane to the applicability. Reports that certain airspeeds cause the skis to rotate into a nose-down position during flight prompted the AD action. The actions specified by the proposed AD are intended to prevent one or both wheel skis from rotating into a nose-down position during flight, which could result in loss of control of the airplane and/or possible airplane damage during flight or landing operations.

**DATES:** Comments must be received on or before August 24, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-138-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Airglas Engineering Company, Inc., P.O. Box 190107, Anchorage, Alaska 99519-0107; telephone: (907) 344-1450; facsimile: (907) 349-4938. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gordon K. Mandell, Aerospace Engineer, FAA, Anchorage Aircraft Certification Office, 222 West 7th Avenue, #14, Annex G, Room A18, Anchorage, Alaska 99513-7587; telephone: (907) 271-2670; facsimile: (907) 271-6365.

#### **SUPPLEMENTARY INFORMATION:**

#### **Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-CE-138-AD." The postcard will be date stamped and returned to the commenter.

#### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the

FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-138-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### **Discussion**

AD 80-10-01, Amendment 39-3762, applies to Cessna 180 and 185 series airplanes that are equipped with AECEI Model LW3600-180 or Model LW3600-180A wheel ski installations in accordance with supplemental type certificate (STC) SA213AL. This AD currently requires modifying the ski bungee assemblies and their attachments to the airplane and the skis, safety cables, and check cables and their attachments to the airplane and the skis; and installing a placard adjacent to the airspeed indicator that limits the knots indicated airspeed (KIAS) to never exceed 160 knots with the skis installed.

#### **Actions Since Issuance of Previous Rule**

Since the issuance of AD 80-10-01, additional field reports of incidents occurring on the affected airplanes with these wheel skis installed has prompted the FAA to review the actions required in AD 80-10-01. The manufacturer and the FAA have decided that additional measures are needed to ensure that the airspeed limitations are followed.

#### **Relevant Service Information**

Airglas Engineering Company, Inc., has issued Service Bulletin No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997, which specifies modifying the ski bungee assemblies, safety cables, and check cables and their attachments to the airplane and the skis in accordance with the procedures specified in AECEI Drawing No. LW3600-180A-1 and -2, Revision "B", dated September 21, 1979; AECEI Drawing No. LW3600-180A-3, Revision "A", dated April 30, 1979; and AECEI Drawing No. LW3600-180, Revision "F", dated September 21, 1979 (for single position wheel ski installations) or AECEI Drawing No. LW3600-180A, Revision "E", dated September 21, 1979 (for two position wheel ski installations).

AECEI Service Bulletin No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997, also specifies:

- Reducing the maximum structural cruising speed to 139 knots indicated air speed (KIAS) with the skis installed;
- Reducing the never exceed speed to 160 KIAS with the skis installed;
- Installing a placard near the airspeed indicator with words prohibiting flight over 160 KIAS when the wheel skis are installed in

accordance with AECEI Drawing No. LW3600-180A-11, originally issued: September 21, 1979;

- Marking the airspeed indicator so that these maximum KIAS limitations are clear to the pilot; and
- Placing AECEI Document AE97-13FM, "Supplemental Airplane Flight Manual and Airplane Flight Manual Supplement", dated October 10, 1997, in the airplane cockpit.

#### **The FAA's Determination**

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent one or both wheel skis from rotating into a nose-down position during flight, which could result in loss of control of the airplane and/or possible airplane damage during flight or landing operations.

#### **Explanation of the Provisions of the Proposed AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Cessna 180 and 185 series airplanes of the same type design, that are equipped with AECEI Model LW3600-180 or Model LW3600-180A wheel ski installations in accordance with STC SA213AL, the proposed AD would supersede AD 80-10-01 with a new AD. The proposed AD would require the following:

- Modifying the ski bungee assemblies and their attachments to the airplane and the skis, the safety cables, and the check cables and their attachments to the airplane and the skis;
- Installing a placard adjacent to the airspeed indicator limiting the never exceed speed to 160 knots and the maximum structural cruising speed to 139 knots with the skis installed;
- Marking the airspeed indicator to reflect the never exceed speed (160 KIAS) and the maximum structural cruising speed (139 KIAS) with the skis installed; and,
- Placing AECEI Document No. AE97-13FM, "Supplemental Airplane Flight Manual and Airplane Flight Manual Supplement", dated October 10, 1997, in the airplane cockpit.

#### **Cost Impact**

The FAA estimates that 170 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 4 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$350 per airplane. Based on these figures, the total cost impact of

the proposed AD on U.S. operators is estimated to be \$100,300, or \$590 per airplane.

Airglas Engineering Company, Inc. has informed the FAA that approximately 12 of the affected airplanes have incorporated the proposed actions. Owners/operators of the affected airplanes that have already completed the proposed actions would reduce the estimated total cost impact by \$7,080 from \$100,300 to \$93,220.

AD 80-10-01 currently requires most of the same actions on the affected airplanes as are proposed in this NPRM. The only differences between the proposed AD and AD 80-10-01 are the addition of the Cessna Model 180K airplane to the applicability and the requirements for marking the airspeed indicator and for placing a supplemental AFM and AFM supplement in the cockpit. These proposed actions can be accomplished for an airplane used under Part 91 of the Federal Aviation Regulations (14 CFR 91) by an owner/operator who holds at least a private pilot's certificate, and for an airplane used under Part 135 of the Federal Aviation Regulations (14 CFR 135) by an operator who holds an operating certificate issued under Part 135 of the Federal Aviation Regulations (14 CFR 135), as authorized by sections 43.3, 43.7, and 43.9 of the Federal Aviation Regulations (14 CFR 43.3, 43.7, and 43.9), if the airspeed indicator is re-marked by painting the outside of the glass. The only cost impact upon the public for airplanes other than affected Cessna Model 180K airplanes, is the time it will take the affected airplane owners/operators to incorporate these actions. Therefore, the proposed AD has additional cost impact over that already required by AD 80-10-01 only for affected Cessna Model 180K airplanes.

### Regulatory Impact

The regulations proposed herein would 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 proposal would 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) if promulgated, 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 draft regulatory evaluation prepared for this action has been placed 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, Safety.

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations 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 removing Airworthiness Directive (AD) 80-10-01, Amendment 39-3762, and by adding a new AD to read as follows:

**Cessna Aircraft Company:** Docket No. 97-CE-138-AD; Supersedes AD 80-10-01, Amendment 39-3762.

**Applicability:** The following airplane models, all serial numbers, certificated in any category, that are equipped with Airglas Engineering Company, Inc., Model LW3600-180 (single position wheel ski installation) or Model LW3600-180A (two position fixed penetration wheel ski installation) in accordance with supplemental type certificate (STC) SA213AL:

**Models:** 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 185, 185A, 185B, 185C, 185D, 185E, A185E, A185F.

**Note 1:** 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 (g) 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 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent one or both wheel skis from rotating into a nose-down position during

flight, which could result loss of control of the airplane and/or possible airplane damage during flight or landing operations, accomplish the following:

(a) Modify the wheel ski bungee assemblies, safety cables, and check cables and their attachments to the airplane and the skis, in accordance with Airglas Engineering Company, Inc. (AECI) Drawing No. LW3600-180A-1 and -2, Revision "B", dated September 21, 1979; AECI Drawing No. LW3600-180A-3, Revision "A", dated April 30, 1979; and AECI Drawing No. LW3600-180, Revision "F", dated September 21, 1979 (for single position wheel ski installations) or AECI Drawing No. LW3600-180A, Revision "E", dated September 21, 1979 (for two position wheel ski installations).

**Note 2:** Airglas Engineering Company, Inc. Service Bulletin (SB) No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997, specifies following the procedures provided in the drawings referenced in paragraph (a) of this AD.

(b) Fabricate and install a placard adjacent to the airspeed indicator with words at least 1/8-inch in height in accordance with AECI Drawing No. LW3600-180A-11, originally issued: September 21, 1979, and referenced in AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(c) Mark the airspeed indicator to reflect the never exceed airspeed (160 knots indicated airspeed (KIAS)) and the maximum structural cruising speed (139 KIAS) in accordance with Airglas Engineering Company, Inc. Service Bulletin (SB) No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(d) Place AECI Document AE97-13FM, "Supplemental Airplane Flight Manual and Airplane Flight Manual Supplement", dated October 10, 1997, in the airplane cockpit in accordance with the Accomplishment Instructions section in AECI SB No. LW3600-3, originally issued: September 21, 1979; Amended: October 10, 1997.

(e) The actions required in paragraphs (b), (c), and (d) of this AD can be accomplished for an airplane used under Part 91 of the Federal Aviation Regulations (14 CFR part 91) by an owner/operator who holds at least a private pilot's certificate, and for an airplane used under Part 135 of the Federal Aviation Regulations (14 CFR part 135) by an operator who holds an operating certificate issued under Part 135 of the Federal Aviation Regulations (14 CFR part 135), as authorized by sections 43.3, 43.7, and 43.9 of the Federal Aviation Regulations (14 CFR 43.3, 43.7, and 43.9), if the airspeed indicator is re-marked by painting the outside of the glass.

(f) 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.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Anchorage Aircraft Certification Office (ACO), 222 West 7th Avenue, #14, Annex G Room A18,

Anchorage, Alaska 99513-7587. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Anchorage ACO. Alternative methods of compliance approved for AD 80-10-01 are not considered approved as alternative methods of compliance for this AD.

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

(h) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Airglas Engineering Company, Inc., P.O. Box 190107, Anchorage, Alaska 99519-0107 or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(i) This amendment supersedes AD 80-10-01, Amendment 39-3762.

Issued in Kansas City, Missouri, on June 15, 1998.

**James E. Jackson,**

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

[FR Doc. 98-16591 Filed 6-25-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AEA-098]

#### Proposed Amendment of Class E Airspace; Johnstown, PA

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule would amend Class E airspace at Johnstown, PA. The development of a new Standard Instrument Approach Procedure (SIAP), Helicopter Point In Space Approach based on the Global Positioning System (GPS), and serving the Conemaugh Valley Memorial Hospital Heliport has made this proposal necessary. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations to the heliport. The area would be depicted on aeronautical charts for pilot reference.

**DATES:** Comments must be received on or before July 27, 1998.

**ADDRESSES:** Send comments on the proposed rule in triplicate to: Manager, Airspace Branch, AEA-520, Docket No. 98-AEA-08, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430. The official docket may be examined in the Office of the Regional Counsel, AEA-7,

F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430.

An informal docket may also be examined during normal business hours in the Airspace Branch, AEA-520, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis T. Jordan, Jr., Airspace Branch, AEA-520, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-4521.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AEA-08". The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with the FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Office of the Regional Counsel, AEA-7, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430. Communications must identify the notice number of this NPRM. Persons interested in being

placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

##### The Proposal

The FAA is considering an amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace extending upward from 700 feet above the surface (AGL) at Johnstown, PA. A GPS Point In Space Approach has been developed for the Conemaugh Valley Memorial Hospital Heliport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this approach and for IFR operations to the heliport. The area would be depicted on appropriate aeronautical charts.

Class E airspace designations for airspace extending upward from 700 feet above the surface 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 E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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 would only affect air traffic procedures and air navigation, it is certified that this proposed rule would 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).

##### The Proposed Amendment

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

##### PART 71—[AMENDED]

1. The authority citation for Part 71 continues to read as follows: