

3. Section 1710.302 is amended by revising paragraphs (b), (d)(1), and (d)(5), to read as follows:

**§ 1710.302 Financial forecasts—power supply borrowers.**

\* \* \* \* \*

(b) The financial forecast shall cover a period of 10 years. RUS may request projections for a longer period of time if RUS deems necessary.

\* \* \* \* \*

(d) \* \* \*

(1) Identify all plans for generation and transmission capital additions and system operating expenses on a year-by-year basis, beginning with the present and running for 10 years, unless a longer period of time has been requested by RUS.

\* \* \* \* \*

(5) Include sensitivity analysis if required by RUS pursuant to § 1710.300(d)(5).

\* \* \* \* \*

Dated: September 28, 1998.

**Jill Long Thompson,**

*Under Secretary, Rural Development.*

[FR Doc. 98-26484 Filed 10-2-98; 8:45 am]

**BILLING CODE 3410-15-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Parts 23, 25 and 33**

[Docket No. 28652; Amendment Nos. 23-53, 25-95, and 33-19]

**RIN 2120-AF75**

**Airworthiness Standards; Rain and Hail Ingestion Standards; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a final rule that was published in the **Federal Register** on March 26, 1998 (63 FR 14794). The final rule addressed engine power loss and instability phenomena attributed to operation in extreme rain or hail. Also, the final rule generally harmonized the Federal Aviation Administration and Joint Aviation Authorities rain and hail ingestion standards.

**DATES:** Effective October 5, 1998.

**FOR FURTHER INFORMATION CONTACT:** John Fisher, Burlington, Massachusetts

01803-5229; telephone (781) 238-7149; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The Airworthiness Standards final rule on Rain and Hail Ingestion Standards, Docket No. 28652 was published in the **Federal Register** on March 26, 1998 (63 FR 14794). Under "Discussion of Comments," there is an incorrect phrase, and under § 33.77 of the rule, the foreign object ingestion conditions table provides either misplaced or incorrect phrases.

1. On page 14795, under "Discussion of Comments," third column, third paragraph, nine lines down, the phrase "Some amount of sustained power or thrust loss is permitted following an ice ingestion test" should be replaced with "Some amount of sustained power or thrust loss is permitted following testing to the new rain and hail ingestion standards, but no power or thrust loss is permitted following an ice ingestion test."

2. On page 14798, third column, under § 33.77(e), the ingestion conditions table is corrected to read as follows:

Foreign object	Test quantity	Speed of foreign object	Engine operation	Ingestion
<b>BIRDS:</b>				
3-ounce size .....	One for each 50 square inches of inlet area, or in fraction thereof, up to a maximum of 16 birds. Three-ounce bird will pass the inlet guide vanes into the rotor blades.	Liftoff speed of typical aircraft	Takeoff .....	In rapid sequence to simulate flock encounter and aimed at selected critical areas.
1½-pound size .....	One for the first 300 square inches of inlet area, if it can enter the inlet, plus one for each additional 600 square inches of inlet area, or fraction, thereof up to a maximum of 8 birds.	Initial climb speed of typical aircraft.	Takeoff .....	In rapid sequence to simulate a flock encounter and aimed at selected critical areas.
4-pound size .....	One, if it can enter the inlet.	Maximum climb speed of typical aircraft, if the engine has inlet guide vanes. Liftoff speed typical aircraft, if the engine does not have inlet guide vanes.	Maximum cruise Takeoff .....	Aimed at critical area. Aimed at critical area.
<b>ICE</b> .....	Maximum accumulation on a typical inlet cowl and engine face resulting from a 2-minute delay in actuating anti-icing system, or a slab of ice which is comparable in weight or thickness for that size engine.	Sucked in .....	Maximum cruise	To simulate a continuous maximum icing encounter at 25 °F.

Note: The term "inlet area" as used in this section means the engine inlet projected area at the front face of the engine. It includes the projected area of any spinner bullet nose that is provided.

Issued in Washington, DC on September 30, 1998.

**Donald P. Byrne,**  
*Assistant Chief Counsel.*

[FR Doc. 98-26603 Filed 10-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-6]

RIN 2120-AA66

#### Realignment of Colored Federal Airway; AK

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Colored Federal Airway Amber 4 (A-4) and revokes Colored Federal Airway Amber 6 (A-6) due to the decommissioning and subsequent removal of the Umiat Nondirectional Radio Beacon (NDB), AK, from the National Airspace System (NAS).

**EFFECTIVE DATE:** 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

On June 5, 1998, the FAA proposed to amend 14 CFR part 71 (part 71) to modify Colored Federal Airway A-4 and revoke Colored Federal Airway A-6 due to the decommissioning and subsequent removal of the Umiat NDB (63 FR 30666). Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. One comment objecting to the proposal was received from the Cape Smythe Air Service Safety Officer, opposing the swiftness of the FAA action to decommission the Umiat NDB and the subsequent loss of an instrument flight rules (IFR) alternate airport.

The FAA does not agree with this comment for the following reasons: (1) there is no standard instrument approach procedure supporting Umiat Airport; (2) this airport does not meet the requirements to be used as an IFR alternate airport; (3) the airport weather information is unavailable; and (4)

lighting at the airport is nonoperational. Airport operations at Umiat do not justify the cost of maintaining the Umiat NDB.

Except for editorial changes this amendment is the same as that proposed in the notice.

#### The Rule

The FAA is amending 14 CFR part 71 to modify Colored Federal Airway A-4 by removing that portion of the airway that extends beyond the Anaktuvuk, NDB, AK, and revoking Colored Federal Airway A-6. The FAA is taking this action due to the decommissioning and subsequent removal of the Umiat, NDB, AK, from the NAS.

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. Therefore, this 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Colored Federal airways are published in paragraph 6009 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The colored Federal airway listed in this document will be published subsequently in the Order.

#### 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 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 6009(c)—Amber Federal Airways*

\* \* \* \* \*

#### A-4 [Revised]

From Evansville, NDB, AK to Anaktuvuk Pass, NDB, AK.

\* \* \* \* \*

#### A-6 [Revoked]

\* \* \* \* \*

Issued in Washington, DC, on September 29, 1998.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 98-26599 Filed 10-2-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Airspace Docket No. 97-ASO-9]

RIN 2120-AA66

#### Amendment to Time of Designation for Restricted Area R-2908, Pensacola, FL

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the time of designation for Restricted Area R-2908 (R-2908) by reducing the published time frame for routine activation of the area. A special use airspace utilization review conducted by the FAA determined that the user no longer requires regular use of the restricted area on a year-round basis. The amended time of designation more accurately reflects the user's current requirements.

**EFFECTIVE DATE:** 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

Restricted Area R-2908 is currently designated for daily use, 12 months of