

production (11,168 divided by 4,211 = 2.65).

Accordingly, it is appropriate to adjust the number of Board members for four of the 13 regions: increasing Region 2 from five to six members; increasing Region 3 from two to three; decreasing Region 6 from six to five; and decreasing Region 7 from three to two members. With the member adjustments, the Board will best reflect the most recently available geographic distribution of milk production volume throughout the United States.

It is appropriate to make this final rule effective one day after the date of publication in the **Federal Register**. To allow the appointment of new Board members based on the redistribution, this amendment should be effective before the Secretary of the United States Department of Agriculture makes appointments to fill positions on the Board. Because terms of the existing Board members expire October 31, 1998, these positions should be appointed as soon as possible.

Therefore, good cause exists for making this rule effective less than 30 days from the date of publication in the **Federal Register**. The proposed amendment to the order is made final in this action.

List of Subjects in 7 CFR Part 1150

Dairy products, reporting and recordkeeping requirements, research.

For the reasons set forth in the preamble, 7 CFR part 1150 is amended as follows:

PART 1150—NATIONAL DAIRY PROMOTION AND RESEARCH PROGRAM

1. The authority citation for 7 CFR Part 1150 continues to read as follows:

Authority: 7 U.S.C. 4501–4513.

2. In § 1150.131, paragraphs (a)(2), (a)(3), (a)(6), and (a)(7) are revised to read as follows:

§ 1150.131 Establishment and membership.

(a) * * *

National Dairy Promotion and Research Order—Final Rule

(2) Six members from region number two comprised of the following State: California.

(3) Three members from region number three comprised of the following States: Arizona, Colorado, Idaho, Montana, Nevada, Utah, and Wyoming.

* * * * *

(6) Five members from region number six comprised of the following State: Wisconsin.

(7) Two members from region number seven comprised of the following States: Illinois, Iowa, Missouri, and Nebraska.

* * * * *

Dated: October 26, 1998.

Isi A. Siddiqui,

Deputy Assistant Secretary, Marketing and Regulatory Programs.

[FR Doc. 98–29110 Filed 10–28–98; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–CE–09–AD; Amendment 39–10864; AD 97–01–01 R1]

RIN 2120–AA64

Airworthiness Directives; The New Piper Aircraft, Inc. PA–24, PA–28R, PA–30, PA–32R, PA–34, and PA–39 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises Airworthiness Directive (AD) 97–01–01, which currently requires repetitively inspecting the main gear sidebrace studs for cracks on The New Piper Aircraft, Inc. (Piper) Models PA–24, PA–28R, PA–30, PA–32R, PA–34, and PA–39 series airplanes, and replacing any main gear sidebrace stud found cracked. The Federal Aviation Administration (FAA) has approved certain alternative methods of compliance (AMOC) for AD 97–01–01, and has determined that these AMOC's should be incorporated into the AD. This AD will retain all the actions of AD 97–01–01, and will incorporate certain AMOC's as a way of accomplishing the actions specified in AD 97–01–01. The actions specified by this AD are intended to prevent a main landing gear collapse caused by main gear sidebrace stud cracks, which could result in loss of control of the airplane during landing operations.

EFFECTIVE DATE: December 8, 1998.

ADDRESSES: This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96–CE–09–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. William O. Herderich, Aerospace

Engineer, FAA, Atlanta Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703–6084; facsimile: (770) 703–6097.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Piper Models PA–24, PA–28R, PA–30, PA–32R, PA–34, and PA–39 series airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on May 22, 1998 (63 FR 28294). The NPRM proposed to supersede AD 97–01–01, Amendment 39–9872 (62 FR 10, January 2, 1997), which currently requires repetitively inspecting the main gear sidebrace studs for cracks on the above-referenced airplanes, and replacing any main gear sidebrace stud found cracked. The NPRM proposed to retain all the actions of AD 97–01–01, and incorporate certain alternative methods of compliance (AMOC's) as a way of accomplishing the actions specified in AD 97–01–01.

The NPRM was the result of the FAA approving AMOC's for modifying the existing bracket assembly as terminating action for the repetitive inspection requirement of that AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The cost impact of this AD will be the same as is currently required by AD 97–01–01. As a courtesy, the FAA is reprinting that cost information in the following paragraphs.

The FAA estimates that 13,200 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 5 workhours per airplane to accomplish the initial inspection, and that the average labor rate is approximately \$60 an hour. Based on

these figures, the total cost impact of the inspection on U.S. operators is estimated to be \$3,960,000. This figure represents the total cost of the initial inspection, and does not reflect costs for any of the repetitive inspections or possible replacements. The FAA has no way of determining how many main gear side brace studs may need replacement or how many repetitive inspections each owner/operator may incur over the life of the airplane.

In addition, this AD will require the same inspections required by AD 95-20-07 (which was superseded by AD 97-01-01). The only difference between this AD and AD 95-20-07 is the addition of an inspection-terminating modification option and the elimination of (from the "Applicability" section of the AD) certain airplanes that incorporate a certain main side brace stud assembly. This AD will also not provide any additional cost impacts over that already required by AD 95-20-07.

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, 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 removing Airworthiness Directive (AD) 97-01-01, Amendment 39-9872 (62 FR 10, January 2, 1997), and by adding a new AD to read as follows:

97-01-01 R1 The New Piper Aircraft, Inc.: Amendment 39-10864; Docket No. 96-CE-09-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

1. All serial numbers of Models PA-24, PA-24-250, PA-24-260, PA-24-400, PA-30, and PA-39 airplanes;

2. The following model and serial number airplanes that are not equipped with a Piper part number (P/N) 78717-02 (or FAA-approved equivalent part number) main gear sidebrace stud in both right and left main gear sidebrace bracket assemblies:

Model	Serial numbers
PA-28R-180.	28R-30002 through 28R-31135, and 28R-7130001 through 28R-7130013.
PA-28R-200.	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7635539.
PA-28R-201.	28R-7737002 through 28R-7737096.
PA-28R-201T.	28R-7703001 through 28R-7703239.
PA-32R-300.	32R-7680001 through 32R-7780444.
PA-34-200.	all serial numbers.
PA-34-200T.	34-7570001 through 34-7770372.

Note 1: P/N 78717-02 sidebrace stud was installed at manufacture on Piper Model PA-34-200T airplanes, serial numbers 34-7670325 through 34-7770372.

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 (e) 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 initially as follows, and thereafter as specified in the body of this AD:

1. *For the affected Models PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-32R-300, PA-34-200, and PA-34-200T airplanes:* Within the next 100 hours time-in-service (TIS) after the effective date of this AD; or, if the main gear sidebrace stud has already been inspected or replaced as specified in this AD, within 500 hours TIS after the last inspection or replacement; whichever occurs later.

2. *For the affected Models PA-24, PA-24-250, PA-24-260, PA-24-400, PA-30, and PA-39 airplanes:* Within the next 100 hours TIS after the effective date of this AD; or, if the main gear sidebrace stud has already been inspected or replaced as specified in this AD, within 1,000 hours TIS after the last inspection or replacement; whichever occurs later.

To prevent main landing gear (MLG) collapse caused by main gear sidebrace stud cracks, which could result in loss of control of the airplane during landing operations, accomplish the following:

Note 3: The paragraph structure of this AD is as follows:

- Level 1: (a), (b), (c), etc.
- Level 2: (1), (2), (3), etc.
- Level 3: (i), (ii), (iii), etc.
- Level 4: (A), (B), (C), etc.

Level 2, Level 3, and Level 4 structures are designations of the Level 1 paragraph they immediately follow.

(a) Remove both the left and right main gear sidebrace studs from the airplane in accordance with the instructions contained in the Landing Gear section of the maintenance manual, and inspect each main gear sidebrace stud for cracks, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Figure 1 of this AD depicts the area of the sidebrace stud shank where the sidebrace stud is to be inspected.

Note 4: All affected Models PA-24 and PA-24-250 airplanes were equipped at manufacture with P/N 20829-00 main gear sidebrace studs. All affected Models PA-24-260, PA-24-400, PA-30, and PA-39 airplanes were equipped at manufacture with P/N 22512-00 main gear sidebrace studs. The Appendix included with this AD contains information on determining the P/N of the bracket assembly (which contains the main gear side brace stud) on the affected PA-28R, PA-32R, and PA-34 series airplanes.

BILLING CODE 4910-13-P

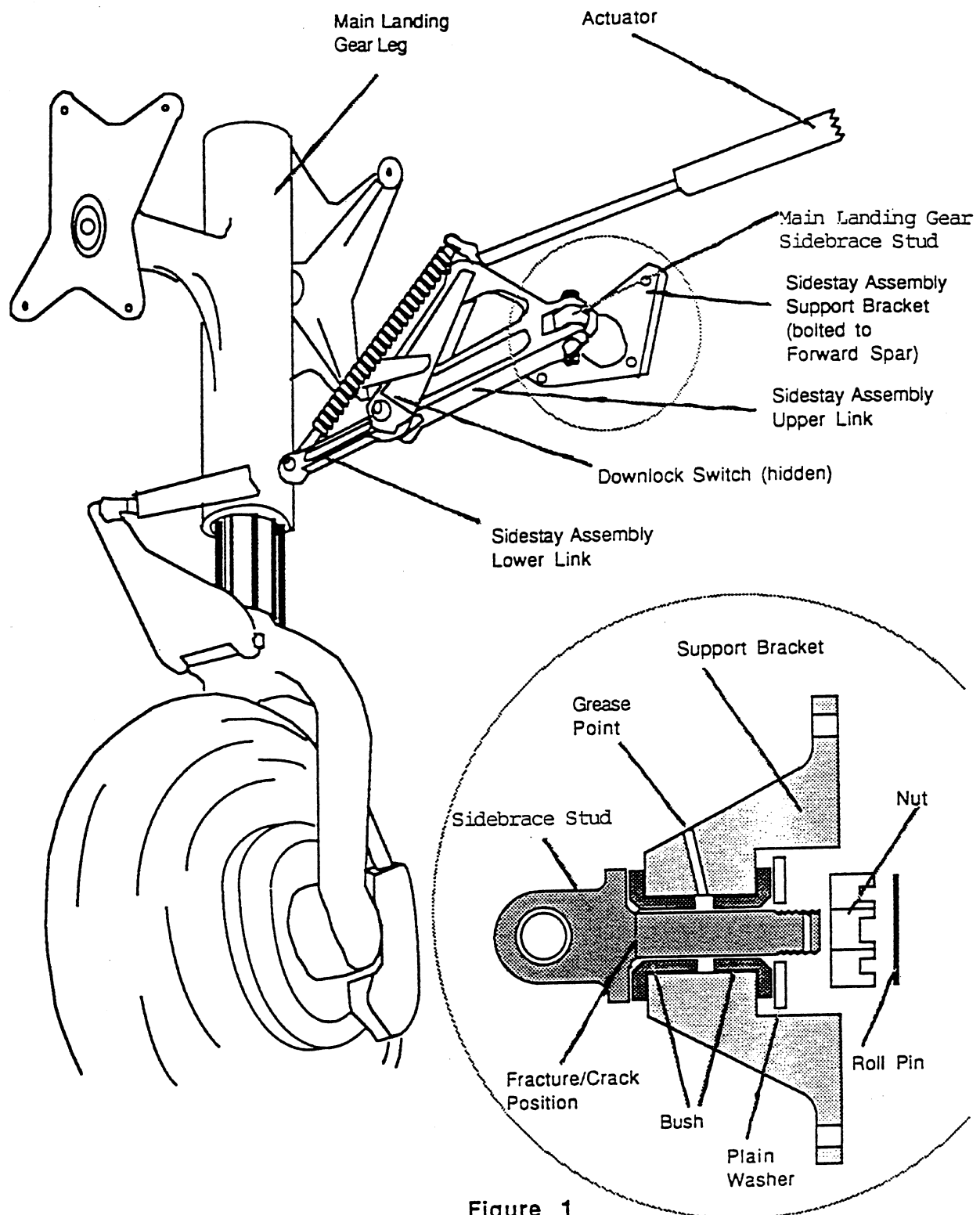


Figure 1

Note: This figure is provided to depict the area of the sidebrace stud to be inspected. This is not intended to represent the configuration of all models affected.

(1) For any main gear sidebrace stud found cracked, prior to further flight, replace the cracked stud with an FAA-approved serviceable part (part numbers referenced in the table in paragraph (b) of this AD or FAA-approved equivalent part number) in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and accomplish one of the following, as applicable:

(i) Reinspect (and replace as necessary) as specified in paragraph (b) of this AD; or

(ii) For the affected Models PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-32R-300, PA-34-200, and PA-34-200T airplanes, the 9/16-inch main gear sidebrace studs (P/N 95299-00, 95299-02, or P/N 67543, as applicable) are no longer manufactured. Install a new main gear sidebrace stud bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable. No repetitive inspections will be required by this AD for these affected airplane models when this bracket assembly is installed on both the left and right sides; or

(iii) For the affected Models PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-32R-300, PA-34-200, and PA-34-200T

airplanes, ream the existing two-piece bushings to an inside diameter of .624-inch to .625-inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud, and install the 5/8-inch stud, P/N 78717-02. No repetitive inspections will be required by this AD when this action is accomplished on both the left and right bracket assemblies. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear sidebrace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable. Models PA-28R-180 and PA-28R-200 with serial numbers as specified in the Appendix to this AD may be equipped with a bracket casting identified with casting number 67073-2 or 67073-3 and may require the following modification to P/N 78717-02 for proper installation:

(A) Reduce the length of the stud to 1.688 ± 0.15 inches;

(B) Add additional rolled threads to 1.125 ± .015 inches from the flange. Note that the stud is heat treated to 180 to 200 ksi; and

(C) Drill an additional roll pin hole 90 degrees to the existing hole, and approximately 1.480 inches from the flange.

(iv) No repetitive inspections will be required by this AD when a P/N 78717-02 (or FAA-approved equivalent part number) main gear sidebrace stud is installed in the existing bracket assembly on both the left and right sides; or when a bracket assembly, P/N 95643-06 (or FAA-approved equivalent part number), P/N 95643-07 (or FAA-approved equivalent part number), P/N 95643-08 (or FAA-approved equivalent part number), or P/N 95643-09 (or FAA-approved equivalent part number), as applicable, is installed on both the left and right sides.

(2) For any main gear sidebrace stud not found cracked, prior to further flight, reinstall the uncracked stud in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect and replace (as necessary) as specified in paragraph (b) of this AD.

(b) Reinspect both the left and right main gear sidebrace studs, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Replace any cracked stud or reinstall any uncracked stud as specified in paragraphs (a)(1) and (a)(2) of this AD, respectively:

Part number installed	TIS inspection Interval (hours)	Model airplanes Installed on
20829-00 (Piper parts) or FAA-approved equivalent part number.	1,000	PA-24 and PA-24-250.
22512-00 (Piper parts) or FAA-approved equivalent part number.	1,000	PA-24-260, PA-24-400, PA-30, and PA-39.
95299-00 or 95299-02 (Piper parts) or FAA-approved equivalent part number.	500	PA-28R-180 and PA-28R-200 not equipped with casting number 67073-2 or 67073-3, PA-28R-201, PA-28R-201T, PA-32R-300, PA-34-200, and PA-34-200T.
67543 (Piper parts) or FAA-approved equivalent part number ..	500	PA-28R-180 and PA-28R-200 equipped with casting number 67073-02 or 67073-03.

NOTE 5: Accomplishing the actions of this AD does not affect the requirements of AD 77-13-21, Amendment 39-3093. The tolerance inspection requirements of that AD still apply for Piper PA-24, PA-30, and PA-39 series airplanes.

(c) Owners/operators of the affected Models PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-32R-300, PA-34-200, and PA-34-200T airplanes may accomplish one of the following at any time to terminate the repetitive inspection requirement of this AD:

(1) Install a main gear sidebrace bracket assembly, P/N 95643-06 (or FAA-approved equivalent part number), P/N 95643-07 (or FAA-approved equivalent part number), P/N 95643-08 (or FAA-approved equivalent part number), or P/N 95643-09 (or FAA-approved equivalent part number), as applicable, which contains the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02 (or FAA-approved equivalent part number), and the one-piece bushing, P/N 67026-12 (or FAA-approved equivalent part number). Accomplish these installations in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual; or

(2) Ream the existing two-piece bushings to an inside diameter of .624-inch to .625-inch,

chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud, and install the 5/8-inch stud, P/N 78717-02 (or FAA-approved equivalent part number). No repetitive inspections will be required by this AD when this action is accomplished on both the left and right bracket assemblies. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear sidebrace bracket assembly, P/N 95643-06 (or FAA-approved equivalent part number), P/N 95643-07 (or FAA-approved equivalent part number), P/N 95643-08 (or FAA-approved equivalent part number), or P/N 95643-09 (or FAA-approved equivalent part number), as applicable. Models PA-28R-180 and PA-28R-200 with serial numbers as specified in the Appendix to this AD may be equipped with a bracket casting identified with casting number 67073-2 or 67073-3 and may require the following modification to P/N 78717-02 (or FAA-approved equivalent part number) for proper installation:

(i) Reduce the length of the stud to 1.688 ± 0.15 inches;

(ii) Add additional rolled threads to 1.125 ± .015 inches from the flange. Note that the stud is heat treated to 180 to 200 ksi; and

(iii) Drill an additional roll pin hole 90 degrees to the existing hole, and approximately 1.480 inches from the flange.

(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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 97-01-01, Amendment 39-9872 (revised by this action), or AD 95-20-07, Amendment 39-9386 (superseded by AD 97-01-01), are considered approved as alternative methods of compliance with this AD.

NOTE 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) Information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment revises AD 97-01-01, Amendment 39-9872, which superseded AD 95-20-07, Amendment 39-9386.

(h) This amendment becomes effective on December 8, 1998.

Appendix to AD 97-01-01 R1; Amendment No. 39-10864; Docket No. 96-CE-09-AD Information to Determine Main Gear Sidebrace Stud Assembly Part Number (P/N)

- The P/N 95643-00/-01/-02/-03 bracket assembly contains the $\frac{1}{16}$ -inch diameter main gear sidebrace stud, P/N 95299-00/-02, and a two-piece bushing, P/N 67026-6.
- The P/N 95643-06/-07/-08/-09 bracket assembly contains the $\frac{5}{8}$ -inch diameter main gear sidebrace stud, P/N 78717-02, and a one-piece bushing, P/N 67026-12.
- Both the one-piece and the two-piece bushing have a visible portion of the bushing flange, i.e., bushing shoulder.
- Whether a one-piece or two-piece bushing is installed may be determined by measuring the outside diameter of the bushing flange with a micrometer (jaws of the caliper must be $\frac{3}{32}$ -inch or less). The two-piece bushing will have an outside diameter of 1.00 inch and the one-piece bushing will have an outside diameter of 1.128 to 1.130 inches. This measurement is not valid for the following airplanes:

Model	Serial numbers
PA-28R-180.	28R-30004 through 28-31270.
PA-28R-200.	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135062.

The main gear sidebrace studs on these airplanes will require removal to determine the P/N installed.

- The one-piece bushing contains a visible chamfer in the center of the bushing, and the chamfer in the two-piece bushing is not visible when the stud is installed.
- If P/N 95643-00/-01/-02/-03 bracket assembly is installed or the above information cannot be utilized, the main gear sidebrace stud will need to be removed from the bracket to determine the shank diameter and main gear sidebrace stud P/N.
- P/N 95299-00 and P/N 95299-02 main gear sidebrace studs are $\frac{1}{16}$ -inch in diameter.
- P/N 78717-00 main gear sidebrace studs are $\frac{5}{8}$ -inch in diameter.
- P/N 95643-00/-01/-02/-03 bracket assembly may have been modified to accommodate the $\frac{5}{8}$ -inch diameter main gear sidebrace stud, P/N 78717-02.
- The embossed number of 95363 on the bracket forging is not the bracket assembly P/N.
- The bracket assemblies identified with casting number 67073-2 or 67073-3 contain a $\frac{1}{16}$ -inch diameter main gear

sidebrace stud, P/N 67543, and two-piece bushing, P/N 67026-2 and 67026-3.

- Model PA-28R-180 airplanes, serial numbers 28R-30004 through 28R-31270; and Model PA-28R-200 airplanes, serial numbers 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135062, are equipped from the factory with bracket assemblies identified with casting number 67073-2 and 67073-3.
- P/N 67543 main gear sidebrace studs are $\frac{1}{16}$ -inch in diameter.

Issued in Kansas City, Missouri, on October 22, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-29003 Filed 10-28-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29371; Amdt. No. 412]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for

Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and a safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. 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. For the same reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).

Issued in Washington, D.C. on October 22, 1998.

Richard O. Gordon,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is