

addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that certain placards on the inside of the main entrance door are clearly visible and properly aligned, accomplish the following:

(a) Within 4 months after the effective date of this AD, perform a one-time visual inspection to verify the proper position of the door open placards on the inside of the main entrance door, in accordance with Jetstream Service Bulletin J41-11-007, dated May 10, 1995. If any placard is found to be improperly positioned, prior to further flight, remove the placard and install a new placard in the specified position, in accordance with the service bulletin.

(b) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(c) 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 December 11, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-30644 Filed 12-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-CE-61-AD]

Airworthiness Directives; Brackett Aircraft Company, Inc. Air Filter Assemblies Installed on Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede AD 95-03-02, which currently requires repetitively inspecting (visually) the air filter frame for a loose or deteriorating gasket on airplanes incorporating certain Brackett air filter assemblies. The proposed action retains the repetitive inspection

and possible replacement requirements as contained in AD 95-03-02, and would incorporate additional Brackett air filter assemblies to the applicability of that AD. Additionally, it would provide a terminating action for the repetitive inspection. The Federal Aviation Administration's determination that these additional Brackett air filter assemblies should be inspected and replaced prompted this AD action. The actions specified by the proposed AD are intended to prevent gasket particles from entering the carburetor because of air filter gasket failure, which, if not detected and corrected, could result in partial or complete loss of engine power and loss of control of the airplane.

DATES: Comments must be received on or before February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-61-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 Brackett Aircraft Company, Inc., 7045 Flightline Drive, Kingman, Arizona 86401. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Elizabeth Bumann, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5265; facsimile (310) 627-5210.

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. 95-CE-61-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 Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 95-03-02 was published in the Federal Register on August 25, 1994 (59 FR 43784) and applies to airplanes that have a certain Brackett air filter neoprene gasket installed in accordance with Supplemental Type Certificate (STC) SA71GL. The action requires repetitively inspecting (visually) the air filter frame for a loose or deteriorated gasket, and replacing any gasket found loose or deteriorated.

The FAA's continuing investigation of these Brackett neoprene gasket air filter's failure and the continuing unsafe condition described in AD 95-03-02 suggests that a superseding action be proposed. The FAA has discovered that additional Brackett air filters with the same neoprene gasket design are installed as original equipment and in accordance with STC SA693CE on certain additional airplanes. These airplanes would also be subject to air filter assembly failure.

After examining the circumstances and reviewing all available information related to the information described above, the FAA has determined that AD action should be taken to prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power.

Since an unsafe condition has been identified that is likely to exist or develop in other Brackett air filter frame assemblies of the same type design, the proposed AD would supersede AD 95-03-02 with a new AD that would require incorporating additional Brackett air filter assemblies to the applicability paragraph of AD 95-03-02,

retain the repetitive inspection at intervals not to exceed 100 hours time-in-service (TIS) with replacement of the air filter if damaged, and mandatory replacement of the air filter assembly at 500 hours TIS, terminating the repetitive inspection requirement contained in AD 95-03-02.

The FAA estimates that 50,000 airplanes in the U.S. registry would be affected by the proposed AD. To accomplish the proposed repetitive inspection and possible replacement of a damaged air filter would take approximately 1 hour per airplane, and that the average labor rate is approximately \$60 an hour. To install a new gasket cost approximately \$3 per airplane. Based on these figures, the total cost impact of the proposed repetitive inspection and replacement on U.S. operators is estimated to be \$63 per airplane. The FAA knows that each owner/operator would have to repetitively inspect four times before the mandatory replacement of the air filter assembly, and based on the assumption that no operator would incorporate the modification prior to the 500 hours TIS, the total cost of four repetitive inspections with possible replacement of the air filter gasket would be \$252 per airplane plus the cost of the proposed terminating action. Based on these figures the total cost impact of the proposed AD on U.S. operators is estimated to be \$12,600,000.

In comparison, the cost to incorporate the modification is about 1 workhour per airplane at approximately \$60 per workhour. The air filter assembly

replacement is estimated to be \$40 per airplane. The total estimated cost for the proposed modification required at 500 hours TIS would be \$100 per airplane and the total cost impact of the modification is estimated to be \$5,000,000 thereby reducing the total cost of the proposed AD by \$7,600,000 from \$12,600,000 to \$5,000,000. The FAA has no way to determine how many owners/operators have completed the repetitive inspections and replacements or the terminating action modification and must calculate the cost impact based on the entire U.S. fleet.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 95-03-02, Amendment 39-9139, and by adding a new AD to read as follows:

Brackett Aircraft Company; Docket No. 95-CE-61-AD; Supersedes AD 95-03-02, Amendment 39-9139.

Applicability: Air filter assemblies presented in the following chart that utilize a neoprene gasket installed on, but not limited to the following airplanes, certificated in any category:

Note 1: These air filters could be installed as original equipment or in accordance with Supplemental Type Certificate (STC) SA71GL or STC SA693CE.

Air filter assembly	Airplanes installed on
BA-2010	Beechcraft Model 77 Airplanes.
BA-4106	Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; American Champion Models Bellanca (Champion) (Aeronca) 7ACA, 7ECA, and 7FC; Aviat, Inc. Models A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-108, PA-20-115, PA-20-135, PA-38-112, J-3, J3C-65, J3C-65S, PA-11, PA-11S, J4A, J4A-S, J4E, J5A, J5A-80, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-18S, PA-18-125" (Army L-21A), PA-18AS-125", PA-18S-125", PA18AS-135", PA-18S-135", PA-18-135", PA-18-150", PA-18A-150" (SN 18-1 through 18-6963), PA-18S-150", PA-19, PA-18A (Restricted), PA-18A-135" (Restricted), and PA-18A-150" (Restricted) (SN 18-1 through 18-18-6963); Taylorcraft Models BC65, BCS-65, BC12-65, BCS12-65, BC12-D, BCS12-D1, BC12D85, BCS12D85, BC12D-4-85, BCS12D-4-85, 19, F19, F21, DC-65, DCO-65, F22, F22A, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrisey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, AND FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S.
BA-4106-1 ...	Aviat, Inc. Model (Christian) A-1.
BA-4210	Gulfstream Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5.
BA-5110	Cessna Models 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; Mooney Mite Model M-18C; Reims Aviation Models (Cessna) F172D, F172E, F172F, F172G, F172H, F172K, F172L, and F172M; Socata-Groupe Aerospatiale Models TB9, TB10, Rallye Series MS892A-150, MS892E-150, MS892E-150T, and MS892E-150ST; Panstwowe Zakolady Kotnicze Model PZL-Kolibier 150A; Augustair, Inc. Model Varga (Morrisey) 2180.
BA-5110A	Cessna Models 172N and 172P; Reims Aviation Models (Cessna) F172N and F172P.
BA-6110	Maule Models M-4, M-4C, M-4S, M-4T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-4-180C, M-4-180S, M-4-180T, M-5-220C, M-5-235C, M-5-180C, M-5-210TC, M-6-180, M-6-235, M-7-235, MX-7-180, MXT-7-160, MXT-7-180, MX-7-160, MX-7-235, and MX-8-235; Mooney Models M20, M20A, M20B, M20C, M20D, and M20G.
BA-8910	Dynac Models (Aero Commander) 100 and 100A.

Air filter assembly	Airplanes installed on
AAF-117	Cessna Models 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150M, 152, and A152; American Champion Models Bellanca (Champion) (Aeronca) 7ACA, 7ECA, and 7FC; Aviat, Inc. Models A-1; Luscombe Models 8, 8A, 8B, 8C, 8D, 8E, 8F, and T-8F; Piper Models PA-22, PA-22-135, PA-22-150, PA-22-160, PA-22-108, PA-20-115, PA-20-135, PA-38-112, J-3, J3C-65, J3C-65S, PA-11, PA-11S, J4A, J4A-S, J4E, J5A, J5A-80, PA-12, PA-12S, PA-16, PA-17, PA-18, PA-18A, PA-185, PA-18-125" (Army L-21A), PA-18AS-125", PA-185-125", PA-18AS-135", PA-18S-135", PA-18-135", PA-18-150", PA-18A-150" (SN 18-1 through 18-6963), PA-18S-150", PA-19, PA-18A (Restricted), PA-18A-135" (Restricted), and PA-18A-150" (Restricted) (SN 18-1 through 18-18-6963); Taylorcraft Models BC65, BCS-65, BC12-65, BCS12-65, BC12-D, BCS12-D1, BC12D85, BCS12D85, BC12D-4-85, BCS12D-4-85, 19, F19, F21, DC-65, DCO-65, F22, F22A, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC1A and GC-1B; Augustair Model Varga (Morrisey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, AND FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S, F22B, and F22C; Univair Models (Alon) A-2, A2-A, (Forney) F-1, F-1A, and (Mooney) M10; Swift Museum Models (Globe) GC-1A and GC-1B; Augustair Model Varga (Morrisey) 2150A; Aeronca Model 65-CA; American Champion 7ECA (with Cont. O-200-A engine) and 7ACA; Reims Aviation (Cessna) F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, F152, AND FA152; Socata-Groupe Aerospatiale Models Rallye Series MS880B, MS885, and 100S.
AAF-118	Cessna Models 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, and 172M; Mooney Mite Model M-18C; Reims Aviation Models (Cessna) F172D, F172E, F172F, F172G, F172H, F172K, F172L, and F172M; Socata-Groupe Aerospatiale Models TB9, TB10, Rallye Series MS892A-150, MS892E-150, MS892E-150T, and MS892E-150ST; Panstwowe Zakolady Kotnicze Model PZL-Kolibier 150A; Augustair, Inc. Model Varga (Morrisey) 2180.

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 (f) 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, or within the next 100 hours (TIS) after the last inspection accomplished in accordance with AD 95-03-02, whichever occurs first, and thereafter as indicated in the body of this AD, unless already accomplished in accordance with paragraph (c) of this AD.
 To prevent gasket particles from entering the carburetor because of air filter gasket failure, which could result in partial or complete loss of engine power, accomplish the following:

- (a) Inspect (visually) the inside and outside of the air filter frame for gasket looseness, movement, or deterioration in accordance with Brackett Document I-194, dated March 16, 1994. Continue this repetitive inspection at intervals not to exceed 100 hours TIS, until accomplishment of the terminating action required in paragraph (c) of this AD.
- (b) If the gasket is found to be damaged, prior to further flight, replace the air filter assembly with one having a retaining lip in accordance with the Brackett INSTALLATION INSTRUCTION SHEET corresponding to the new air filter assembly part number that is applicable to the owner/operator's particular model of airplane:

Air filter assembly	Replace with assembly	Instruction sheet
BA-2010	BA-2010 Revision A	BA-2004, dated 6/6/95.
BA-4106	BA-4106 Revision D	BA-4105, dated 6/15/95.
BA-4106-1	BA-4106-1 Revision A	RM-1, dated 7/6/95.
BA-4210	BA-4210 Revision B	BA-4205, dated 6/14/95.
BA-5110	BA-5110 Revision H	BA-5105, dated 5/8/95.
BA-5110A	BA-5110A Revision D	BA-5111, dated 5/8/95.
BA-6110	BA-6110 Revision C	BA-6105, dated 6/5/95.
BA-8910	BA-8910 Revision B	BA-8910-3, dated 6/6/95.
AAF-117	BA-4106 Revision D	BA-4105, dated 6/15/95.
AAF-118	BA-5110 Revision H	BA-5105, dated 5/8/95.

- (c) Within the next 500 hours TIS after the effective date of this AD, replace the air filter assembly as a terminating action to this AD in accordance with the Brackett INSTALLATION INSTRUCTION SHEET corresponding to the new air filter assembly part number that is applicable to the owner/operator's particular model of airplane as specified in paragraph (b) of this AD.
- (d) The replacement in paragraphs (b) and (c) are considered terminating action for the repetitive inspection required by this AD.
- (e) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

- (f) An alternative method of compliance or adjustment of the repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.
Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

- (g) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Brackett Aircraft Company, Inc., 7045 Flightline Drive, Kingman, Arizona 86401; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.
- (h) This amendment supersedes AD 95-03-02, Amendment 39-9139.

Issued in Kansas City, Missouri, on December 11, 1995.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.
[FR Doc. 95-30675 Filed 12-15-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANE-60]

Proposed Amendment to Class D and Class E Airspace; New England Region

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class D airspace areas at Beverly, MA (BVY); Bedford, MA (BED); Danbury, CT (DXR); Norwood, MA (OWD); Lebanon, NH (LEB); and Nashua, NH (ASH); and to amend the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH). The FAA has determined after a review of the elevation of the surrounding terrain in the vicinity of these airports that the lateral limits of the Class D areas at these airports may be reduced and the appropriate changes made to the Class E airspace areas.

DATES: Comments must be received on or before January 17, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANE-530, Federal Aviation Administration, Docket No. 95-ANE-60, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7530; fax (617) 238-7596.

The official docket file may be examined in the Office of the Assistant Chief Counsel, New England Region, ANE-7, Room 401, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7050; fax (617) 238-7055.

An informal docket may also be examined during normal business hours in the Air Traffic Division, Room 408, by contacting the Manager, System Management Branch at the first address listed above.

FOR FURTHER INFORMATION CONTACT: Raymond Duda, System Management Branch, ANE-533, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7533; fax (617) 238-7596.

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, 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 first under ADDRESSES 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 Docket No. 95-ANE-60." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in 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 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 Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. 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 procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to reduce the lateral limits of the Class D airspace areas at Beverly, MA (BVY); Bedford, MA (BED); Danbury, CT (DXR); Norwood, MA (OWD); Lebanon, NH (LEB); and Nashua, NH (ASH); and, as a consequence to those changes, to make the necessary changes to the associated Class E airspace areas at Beverly (BVY), Lebanon (LEB), and Nashua (ASH). This action is the result of an extensive review of the elevation of the

surrounding terrain at airports in the New England region with Class D airspace areas. That review came in response to concerns expressed by operators and other interested parties over recent changes to the lateral limits of Class D airspace areas in the New England Region. By using more detailed topographical charts and more precise calculations, the FAA has determined that reductions in the lateral limits of the Class D airspace areas at BVY, BED, DXR, OWD, LEB, and ASH are appropriate and will not affect aviation safety. As a result of the reductions to the Class D airspace areas at BVY, LEB, and ASH, the FAA must also make minor adjustments to the associated Class E areas at those airports. Class D airspace designations, and Class E airspace designations for airspace areas extending upward from the surface of the earth defined as extensions to Class D airspace areas, are published in paragraphs 5000 and 6004, respectively, of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document would be published subsequently in this Order.

The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, these proposed regulations—(1) are not "significant regulatory actions" under Executive Order 12866; (2) are not "significant rules" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) do not warrant preparation of a Regulatory Evaluation as these routine matters will only affect air traffic procedures and air navigation, it is certified that these proposed rules will not have 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

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

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