

(c) Trustee of a fiduciary account that involves no active fiduciary duties provided that the applicable law authorizes the savings association to act in this capacity.

**§ 550.590 What standards must I observe when acting in exempt fiduciary capacities?**

You must observe principles of sound fiduciary administration, including those related to recordkeeping and segregation of assets.

**§ 550.600 How may I invest funds when acting in exempt fiduciary capacities?**

If you act in an exempt fiduciary capacity under § 550.580, you may invest the funds of the fiduciary account in only the following:

- (a) Your accounts, deposits, obligations, or securities.
- (b) Other assets as the customer may direct, provided you do not exercise any investment discretion and do not directly or indirectly provide any investment advice for the fiduciary account.

**§ 550.610 What disclosures must I make when acting in exempt fiduciary capacities?**

If you act in an exempt fiduciary capacity under § 550.580 and fiduciary investments are not limited to accounts or deposits insured by the FDIC, you must include the following language in bold type on the first page of any contract documents:

Funds invested pursuant to this agreement are not insured by the Federal Deposit Insurance Corporation ("FDIC") merely because the trustee or custodian is a Federal savings association the accounts of which are covered by such insurance. Only investments in the accounts of a Federal savings association are insured by the FDIC, subject to its rules and regulations.

**§ 550.620 May I receive compensation for acting in exempt fiduciary capacities?**

You may receive reasonable compensation.

**PART 563e—COMMUNITY REINVESTMENT**

4. The authority citation for part 563e continues to read as follows:

**Authority:** 12 U.S.C. 1462a, 1463, 1464, 1467a, 1814, 1816, 1828(c) and 2901 through 2907.

5. Section 563e.11 is amended by revising paragraph (c) to read as follows:

**§ 563e.11 Authority, purposes, and scope.**

\* \* \* \* \*

(c) *Scope*—(1) *General*. This part applies to all savings associations except as provided in paragraph (c)(2) of this section.

(2) *Certain special purpose savings associations*. This part does not apply to

special purpose savings associations that do not perform commercial or retail banking services by granting credit to the public in the ordinary course of business, other than as incident to their specialized operations. These associations include banker's banks, as defined in 12 U.S.C. 24 (Seventh), and associations that engage only in one or more of the following activities: providing cash management controlled disbursement services or serving as correspondent associations, trust companies, or clearing agents.

**PART 571—STATEMENTS OF POLICY**

6. The authority citation for part 571 continues to read as follows:

**Authority:** 5 U.S.C. 552, 559; 12 U.S.C. 1462a, 1463, 1464.

**§ 571.15 [Removed]**

7. Section 571.15 is removed.

Dated: December 19, 1997.

By the Office of Thrift Supervision.

**Ellen Seidman,**

*Director.*

[FR Doc. 97-33726 Filed 12-29-97; 8:45 am]

BILLING CODE 6720-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 97-CE-17-AD; Amendment 39-10263; AD 97-26-20]

RIN 2120-AA64

**Airworthiness Directives; Aviat Aircraft Inc. Models S-2A, S-2B, and S-2S Airplanes (formerly Pitts Models S-2A, S-2B, and S-2S airplanes)**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive AD 96-09-08 R1, which applies to Aviat Aircraft Inc. (Aviat) Models S-2A, S-2B, and S-2S airplanes (formerly Pitts Models S-2A, S-2B, and S-2S), and currently requires repetitively inspecting the upper longerons just aft of the rear cabane struts for cracks and repairing any cracks. This action retains the same actions as the current AD; lengthens the time interval between repetitive inspections; requires either installing a marked accelerometer in order to continue to perform acrobatic maneuvers and installing a placard that specifies gravity ("g") force limitations, or installing a placard prohibiting

acrobatic maneuvers; and, requires inserting revisions into the Airplane Flight Manual (AFM). This action is the result of reports of cracking in the upper longerons caused by operating the airplane outside of the certificated design limits and the availability of a design modification that, when incorporated, repairs the damaged upper longeron area. The actions specified by this AD are intended to prevent cracking and subsequent failure of the longerons with consequent loss of control of the airplane.

**DATES:** Effective January 22, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of January 22, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from Aviat Aircraft Inc., P. O. Box 1240, 672 South Washington Street, Afton, Wyoming, 83110; telephone (307) 886-3151; facsimile (307) 886-9674. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 97-CE-17-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Roger Caldwell, Project Engineer, FAA, Denver Aircraft Certification Office, 26805 East 68th Ave., Room 214, Denver, Colorado 80216; telephone (303) 342-1086; facsimile (303) 342-1088.

**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 supersede AD 96-09-08 R1, Amendment 39-9690 (61 FR 35936, No. 132, July 9, 1996), that applies to Aviat Models S-2A, S-2B, and S-2S airplanes (formerly Pitts Models S-2A, S-2B, and S-2S), was published in the **Federal Register** on May 30, 1997 (62 FR 29309). AD 96-09-08 R1 currently requires repetitively inspecting the longerons around the rear cabane struts for cracks on Aviat Models S-2A (all serial numbers (S/N)), S-2B (S/N 5000 through 5350), and S-2S (all S/N), and repairing and reinforcing any crack found during the inspections. The proposed AD would supersede AD 96-09-08 R1 with a new AD that would require:

- (1) Repetitively inspecting the upper longerons aft of the rear cabane struts

and forward of the instrument panel for cracks;

(2) Modifying any cracked longeron found during any inspection required by the proposed AD by incorporating Aviat Kit No. S-2-513;

(3) Inserting the revisions referenced in the Aviat SB No. 24, Date: March 20, 1996, Revised: November 22, 1996 into the AFM; and

(4) Accomplishing one of the following:

—Installing a redlined accelerometer marked at the +6g and -3g hash marks indicating the acrobatic "g" force limitations and a placard (part number 2-7604-47) stating the "g" force limitations; or

—Fabricating and installing a placard in the pilot's clear view using at least 1/8-inch letters that incorporate the words:

"ACROBATIC MANEUVERS PROHIBITED."

Accomplishment of this action would be in accordance with the Aviat Aircraft Inc. Service Bulletin No. 24, Date: March 20, 1996; Revised: November 22, 1996, and Aviat Aircraft Inc. Installation Instructions to Kit No. S-2-513, dated August 26, 1996; Revised May 9, 1997.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Several comments were received on the proposed rule. Due consideration has been given to the following comments.

A commenter suggested that the Aviat Pitts Model S-2A be eliminated from the applicability of the action because the aircraft does not have enough horsepower to sustain airspeeds that will damage the airframe structure.

The FAA does not concur. The FAA is obligated to address the whole fleet (all models) since it is possible to exceed the fatigue limits on all models regardless of horsepower. The aircraft weight and maneuver entry speed is the factor that drives the resultant gravity ("g") load. All of the Aviat models addressed can enter a snap roll while in a dive with the airspeed higher than the recommended entry speed. The final rule will not be changed as a result of this comment.

A commenter wanted the FAA to withdraw the NPRM because no fleet-wide problem exists.

The FAA does not concur. The reason this action was taken is because of four known incidents where cracked longerons were the cause. After additional investigation, tests showed that exceeding the "g" force limitations causes stress to the longerons, thus

producing cracks. Therefore, the FAA is requiring additional measures to assure that the operation of the affected airplanes does not exceed the certification limits. The FAA also wants to assure that the affected airplanes are flying without cracks. If the upper longerons are not repetitively inspected for cracks, then the airplane is susceptible to an unsafe condition. The final rule will not be changed as a result of this comment.

One commenter suggested that the frequency of the longeron inspection occur at every 100-hour time-in-service (TIS) intervals.

The FAA concurs and notes that a 100 hour TIS interval for repetitive inspections of the upper longeron area was proposed in the NPRM. The final rule will not be changed as a result of this comment.

A commenter wants the "g" limitation placard to read "+4.5g and -2.5g while performing a snap roll maneuver" because the twisting forces imposed on the airframe by snap rolls are more likely to cause structural failure than straight positive "g" force.

The FAA does not concur. There has been no convincing analysis to indicate that anything less than the original certificated maximum "g" force levels of +6 and -3 should not be the airplane operating limits. The final rule will not be changed as a result of this comment.

Another commenter suggested inspecting the fuselage for structural damage if a "g" factor of +6 is exceeded during landing. The commenter did not provide any justification to support this argument. As a result, this comment will not change the final rule.

One commenter wanted a requirement to mark the accelerometers at the operating limitations. The FAA agrees. This requirement was proposed in the NPRM. The final rule will not change as a result of this comment.

A commenter suggested delaying the final rule pending further study of the effect of snap roll maneuvers because the AD does not recognize or discuss the twisting forces imposed on the airframe by snap rolling maneuvers, and that the snap roll maneuvers result in a higher "g" force than straight positive "g" forces.

The FAA does not concur. Flight test analysis shows that the original operating limits that were determined during certification of these airplanes are adequate as long as the operator flies the airplane within the "g" force limits. The final rule will not change as a result of this comment.

Another comment requested that the FAA delete the requirement for the placard on the accelerometer. No

justification was presented for this request. The FAA has determined that this placard is necessary to fully address the unsafe condition. The final rule will not change as a result of this comment.

One comment recommended amending the aircraft documents to reflect a mandatory VNE (never exceed speed) for snap roll maneuvers to limit the "g" force loads. The commenter presented no justification for this recommendation.

The FAA does not concur. This recommendation offers no benefit over the already proposed placard placed near the accelerometer because the flight manual already states the certificated operating "g" limits and entry speeds for maneuvers.

Aviat Aircraft Inc. commented that they agree with the need for the AD, but Aviat felt that the general theme of the preamble to the NPRM was degrading and made hostile references to the Aviat airplanes. Aviat submitted a re-written preamble to NPRM. The FAA did not reprint this submission as part of the final rule comments because the comments made did not speak to the AD only to the discussion in the preamble of the NPRM. The preamble to the NPRM is not published as part of the final rule. Therefore, this final rule is not changed as a result of this comment. The document submitted can be obtained by written request to the Office of the Regional Counsel's Rules Docket found in the ADDRESSES section of this AD.

#### 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 FAA estimates that 500 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 8 workhours per airplane to accomplish the initial inspection and modification, and that the average labor rate is approximately \$60 an hour. The installation of the revisions to the AFM and the placard may be performed by the owner/operator holding at least a private pilot certificate as authorized by §§ 43.7 and 43.9 of the Federal Aviation Regulations (14 CFR 43.7 and 43.9). Therefore, the only labor cost associated with this step is the time of the owner/

operator. Parts costs are estimated to be approximately \$400 for Aviat Kit No. S-2-513 and \$10 for the placard. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$445,000 or \$890 per airplane. The estimated cost does not account for the repetitive inspections because the FAA has no way to determine the number of repetitive inspections that might be incurred over the life of the airplane. The manufacturer has informed the FAA that they have distributed kits to reinforce 4 airplanes. With this in mind, the approximate cost for this AD on U.S. operators will be reduced from \$445,000 to \$441,440.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 USC 106(g), 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing airworthiness directive (AD) 96-09-08 R1, Amendment No. 39-9690 and by adding a new AD to read as follows:

**97-26-20 Aviat Aircraft Inc.:** Amendment No. 39-10263; Docket No. 97-CE-17-AD; Supersedes AD 96-09-08 R1, Amendment 39-9690.

**Applicability:** Models S-2A (all serial numbers (S/N)), S-2B (S/N 5000 through 5350), and S-2S (all serial numbers) airplanes (formerly Pitts Models S-2A, S-2B, and S-2S), 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 (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 as indicated in the body of this AD, unless already accomplished.

To prevent cracking and subsequent failure of the longerons with consequent loss of control of the airplane, accomplish the following:

(a) At the accumulation of 300 hours total time-in-service (TIS) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS, inspect (using a 10x magnifying glass) the longerons aft of the rear cabane strut and forward of the instrument panel for cracks in accordance with paragraphs A. 1. through A. 4. and Figure 1 in the ACCOMPLISHMENT INSTRUCTIONS of Aviat Aircraft Inc. (Aviat Service Bulletin (SB) No. 24, Date: March 20, 1996, Revised: November 22, 1996.

(1) Disregard the instructions in paragraph A. 5. in the ACCOMPLISHMENT INSTRUCTIONS of Aviat SB No. 24, Date: March 20, 1996, Revised: November 22, 1996. This AD takes precedence over the instructions in paragraph A. 5 referenced above.

(2) If cracks are found during any inspection required by this AD, prior to further flight, modify the cracked area by incorporating Aviat Kit No. S-2-513 in accordance with the INSTALLATION INSTRUCTIONS section in Aviat Kit No. S-2-513, dated August 26, 1996, Revised: May 9, 1997.

(3) The modification does not eliminate the 100-hour TIS interval repetitive inspections.

(b) At the accumulation of 300 hours total TIS or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, insert revisions to the Airplane Flight Manual (AFM) in accordance with paragraph B. 2. in the ACCOMPLISHMENT

INSTRUCTIONS of Aviat SB No. 24, Dated: March 20, 1996, Revised November 22, 1996.

(c) At the accumulation of 300 hours total TIS or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, accomplish either (c)(1) or (c)(2) below:

(1) Install an accelerometer and permanently mark the face with red marks (3/16-inch x 1/16-inch) at the +6 g and -3 g hash marks, and install a placard (Aviat part number 2-7604-47) stating the gravity ("g") force limitations within the pilot's clear view in accordance with paragraph B. 1. of the ACCOMPLISHMENT INSTRUCTIONS in Aviat SB No. 24, Date: March 20, 1996, Revised: November 22, 1996; or

(2) Fabricate and install a placard in the pilot's clear view using at least 1/8-inch letters that incorporates the following words: "ACROBATIC MANEUVERS PROHIBITED."

(d) The installation of the placard and the insertion of the revisions into the AFM may be performed by the owner/operator holding at least a private pilot certificate as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with § 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) Special flight permits may be issued in accordance with §§ 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 action can be accomplished, provided no cracks are found during any inspections required by paragraph (a) of this AD. No special flight permits may be issued to any airplane with cracks in the upper longerons just aft of the rear cabane struts.

(f) 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, Denver Aircraft Certification Office, 26805 East 68th Ave., Room 214, Denver, Colorado 80216. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver Aircraft Certification Office.

(g) The inspection, modification, and replacements required by this AD shall be done in accordance with Aviat Aircraft Inc. Service Bulletin (SB) No. 24, Revised: November 22, 1996, and Aviat Aircraft Inc. Installation Instructions in Aviat Aircraft Inc. Kit No. S-2-513, dated August 26, 1996, Revised: May 9, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aviat Aircraft Inc., The Airport-Box No. 1240, 672 South Washington Street, Afton, Wyoming, 83110. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800

North Capitol Street, NW., suite 700, Washington, DC.

(h) This Amendment supersedes AD 96-09-08 R1, Amendment 39-9690.

(i) This Amendment (39-10263) becomes effective on January 22, 1998.

Issued in Kansas City, Missouri, on December 16, 1997.

**Michael Gallagher,**

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

[FR Doc. 97-33512 Filed 12-29-97; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**14 CFR Part 73**

[Airspace Docket No. 97-ANE-101]

RIN 2120-AA66

**Change of Using Agency for Restricted Areas R-4105A and R-4105B; No Man's Land Island, MA**

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the using agency for Restricted Areas R-4105A (R-4105A) and R-4105B (R-4105B), No Man's Land Island, MA, from the "U.S. Navy, Commanding Officer, Naval Air Station (NAS) South Weymouth, MA," to "Air National Guard (ANG), 104th Fighter Wing, Barnes Municipal Airport, Westfield, MA." This change is required due to the closure of NAS South Weymouth.

**EFFECTIVE DATE:** 0901 UTC, February 26, 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**

The Defense Base Realignment and Closure Commission directed the closure of NAS South Weymouth, MA, which is currently the designated using agency for R-4105A and R-4105B. However, the ANG 104th Fighter Wing has been a long-time co-user of the range and, as such, has a continuing requirement for these restricted areas. By this action, the 104th Fighter Wing is being designated as the using agency since it has become the primary user of the restricted areas.

**The Rule**

This action amends 14 CFR part 73 by changing the using agency for R-4105A

and R-4105B, No Man's Land Island, MA, from "U.S. Navy, Commanding Officer, NAS South Weymouth, MA," to "ANG, 104th Fighter Wing, Barnes Municipal Airport, MA." This administrative change will not alter the boundaries, altitudes, time of designation, or activities conducted within the restricted areas; therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Section 73.41 of part 73 was republished in FAA Order 7400.8E, dated November 7, 1997.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

This action is a minor administrative change to amend the designated using agency of existing restricted areas. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

**List of Subjects in 14 CFR Part 73**

Airspace, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

**PART 73—SPECIAL USE AIRSPACE**

1. The authority citation for part 73 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.

**§ 73.41 [Amended]**

2. § 73.41 is amended as follows:

\* \* \* \* \*

**R-4105A No Man's Land Island, MA [Amended]**

By removing "Using agency. U.S. Navy, Commanding Officer, NAS South Weymouth, MA" and adding "Using agency. ANG, 104th Fighter Wing, Barnes Municipal Airport, Westfield, MA" in its place.

\* \* \* \* \*

**R-4105B No Man's Land Island, MA [Amended]**

By removing "Using agency. U.S. Navy, Commanding Officer, NAS South Weymouth, MA" and adding "Using agency. ANG, 104th Fighter Wing, Barnes Municipal Airport, Westfield, MA" in its place.

\* \* \* \* \*

Issued in Washington, DC, on December 19, 1997.

**Nancy B. Kalinowski,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 97-33867 Filed 12-29-97; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-ANM-22]

RIN 2120-AA66

**Modification of VOR Federal Airway V-204; Yakima, WA**

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

**ACTION:** Final rule.

**SUMMARY:** This action reduces the width of Very High Frequency Omnidirectional Range (VOR) Federal Airway V-204 east of the Yakima, WA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) from 4 to 3 nautical miles (NM) north of the airway centerline. Currently, the northern edge of V-204 penetrates Special Use Airspace Restricted Area R-6714 (R-6714), thus creating an inefficient and potentially hazardous situation. The FAA is taking this action to enhance the safety and efficiency of aircraft operations in the vicinity of Yakima VORTAC.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**FOR FURTHER INFORMATION CONTACT:** Bil Nelson, 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.