

FY 2000 revenues are projected at \$114,000, costs are projected at \$113,000, and the trust fund balance would be \$83,000.

The hourly fee for service is established by distributing the projected annual program operating costs over the estimated hours of service—revenue hours—provided to users of the service. Revenue hours include the time spent conducting tests, keeping sample logs, preparing Federal Seed Analysis Certificates and storing samples. As program operating costs continue to rise, the hourly fees must be adjusted to enable the program to remain financially self-supporting as required by law. Program operating costs include salaries and fringe benefits of seed analysts, supervision, training, and all administrative costs of operating the program.

Employee salaries and benefits account for approximately 90 percent of the total budget. A general and locality salary increase of 3.68 percent for Federal employees involved in the seed testing and certification service became effective in January 1999 and has materially affected program costs. Another general and locality salary increase estimated at 4.8 percent is expected in January 2000.

This proposed fee increase is necessary to offset increased program operating costs resulting from: (1) Salary increases for all Federal employees for 1999 and projected increases in 2000, (2) increases in rent, (3) increases in costs of supplies needed for testing samples, and (4) purchases of replacement equipment needed to provide the service.

In view of these increases in costs, the Agency is proposing to increase the hourly rate charged to applicants for the service, including the issuance of Federal Seed Analysis Certificates from \$40.40 to \$44.40. The fee for issuing additional duplicate certificates would increase from \$10.10 to \$11.10.

The proposed action will fully recover all costs associated with providing the voluntary testing service to the seed and grain industry. Although the proposed user-fee increase would increase costs to individual firms, the cost for providing the seed testing and certification services would increase by an average of only \$6.70 per Federal Seed Analysis Certificate and \$1.10 for each duplicate certificate. It is estimated that the total revenue generated will increase by approximately \$10,000 annually.

#### List of Subjects in 7 CFR Part 75

Administrative practice and procedure, Agricultural commodities,

Reporting and recordkeeping requirements, Seeds, Vegetables.

For the reasons set forth in the preamble, 7 CFR part 75 is proposed to be amended as follows:

#### PART 75—REGULATIONS FOR INSPECTION AND CERTIFICATION OF QUALITY OF AGRICULTURAL AND VEGETABLE SEEDS

1. The authority citation for part 75 continues to read as follows:

**Authority:** 7 U.S.C. 1622 and 1624

##### § 75.41 [Amended]

2. In § 75.41, “\$40.40” is removed and “\$44.40” is added in its place.

##### § 75.47 [Amended]

3. In § 75.47, “\$10.10” is removed and “\$11.10” is added in its place.

Dated: October 26, 1999.

**Barry L. Carpenter,**

*Deputy Administrator, Livestock and Seed Program.*

[FR Doc. 99-28374 Filed 10-28-99; 8:45 am]

BILLING CODE 3410-02-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. 98-CE-88-AD]

RIN 2120-AA64

##### Airworthiness Directives; Bob Fields Aerocessories Inflatable Door Seals

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

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

**SUMMARY:** This document proposes to revise Airworthiness Directive (AD) 98-21-21, which currently requires deactivating the electric door seal inflation system for all aircraft equipped with Bob Fields Aerocessories inflatable door seals. Since issuance of that AD, the manufacturer has developed a modification that would allow these electric door seal inflation systems to remain in service, and the Federal Aviation Administration (FAA) has approved this modification. The proposed AD would incorporate this modification as a method of complying with the current AD, and would exclude those airplanes with manual door seal inflation systems from the AD requirements of deactivating the system. The actions specified by the proposed AD are intended to prevent smoke and a possible fire in the cockpit

caused by overheating of the electric door seal inflation systems, which could result in passenger injury.

**DATES:** Comments must be received on or before December 23, 1999.

**ADDRESSES:** Submit comments in triplicate to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-88-AD, Room 506, 901 Locust, 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 Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; telephone: (805) 525-6236; facsimile: (805) 525-5286. This information also may be examined at the Rules Docket at the address above.

##### FOR FURTHER INFORMATION CONTACT:

George Y. Mabuni, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5341; facsimile: (562) 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. 98-CE-88-AD.” The postcard will be date stamped and returned to the commenter.

### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-88-AD, Room 506, 901 Locust, Kansas City, Missouri 64106.

### Discussion

AD 98-21-21, Amendment 39-10844 (63 FR 55321, October 15, 1998), currently requires the following on aircraft equipped with Bob Fields Aerocessories inflatable door seals installed in accordance with either the applicable supplemental type certificate (STC) or through field approval:

—De-activating the electric door seal inflation system, fabricating and installing a placard specifying that the system is inoperative, and inserting a copy of the AD into the Limitations Section of the airplane flight manual (AFM).

The AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of different design than the referenced Bob Fields Aerocessories inflatable door seals.

AD 98-21-21 resulted from occurrences of overheated components associated with the electric door seal inflation system on aircraft equipped with the affected inflatable door seals. The actions specified by AD 98-21-21 are intended to prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury.

### Actions Since Issuance of Previous Rule

Since AD 98-21-21 has become effective, the FAA has determined that the requirements of de-activating the door seal inflation system should only affect those airplanes with an electric door seal inflation system. Those airplanes incorporating a manual door seal inflation system should not be affected by these actions. In addition, Bob Fields Aerocessories has developed modifications that would allow these electric door seal inflation systems to remain in service. These modifications are:

—*Option 1:* Converting all previous inflatable door seal systems into a manual system by connecting a new

bulb and hose assembly to the 3814-6 hose that was attached to the electric pump and inflating the door seals manually. Complete removal of the inflatable door system is not required for this option; and

—*Option 2:* Converting all previous inflatable door seal systems into an electrical system, which includes replacing the existing pump with a new compressor pump.

Bob Fields Aerocessories Service Bulletin No. BFA-001, Dated: November 3, 1998, contains the procedures for accomplishing these modifications.

### The FAA's Determination

After examining the circumstances and reviewing all available information related to this subject, including the above-referenced service information, the FAA has determined that:

—The requirements of de-activating the electric door seal inflation system contained in AD 98-21-21 should only affect those airplanes with an electric system, and those airplanes incorporating a manual door seal inflation system should be excluded from these requirements;

—Accomplishing one of the modifications referenced in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, should be considered as an alternative method of compliance with the system de-activation requirements of AD 98-21-21; and

—AD action should be taken to incorporate this information into the current AD and to continue to prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury.

### Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other aircraft equipped with Bob Fields Aerocessories inflatable door seals that are installed in accordance with either the applicable STC or through field approval, the FAA is proposing AD action to revise AD 98-21-21. The proposed AD would retain the requirements of the existing AD, would exclude those airplanes incorporating a manual inflatable door seal system from the system de-activation requirements, and would provide the option of incorporating one of the modifications referenced in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, as a method of accomplishing the AD.

Like AD 98-21-21, the proposed AD would only apply to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

### Cost Impact

The FAA does not know the number of aircraft that have the affected electric door seal inflation systems installed. The manufacturer is presently compiling a distribution list of all aircraft owners and aircraft dealers the electric door seal inflation system kits have been sold to under the existing STC's and field approvals.

The FAA estimates that it would take approximately 3 workhours per airplane to accomplish the optional modifications that would allow these systems to be put back in service, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the optional modification proposed in this document on U.S. operators is estimated to be \$180 per airplane aircraft equipped with Bob Fields Aerocessories inflatable door seals.

### Regulatory Impact

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

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

location provided under the caption ADDRESSES.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Safety.

**The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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)

98-21-21, Amendment 39-10844, and adding a new AD to read as follows:

**Bob Fields Aerocessories:** Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

*Applicability:* Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

Affected STC	Make and model aircraft affected
SA3735NM .....	Cessna Models 170, 170A, and 170B Airplanes.
SA4136WE .....	Cessna Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes.
SA2226NM .....	Cessna Models P210N and P210R Airplanes.
SA3736NM .....	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes.
SA4177WE .....	Cessna Models 175, 175A, 175B, and 175C Airplanes.
SA4212WE .....	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes.
SA4283WE .....	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N Airplanes.
SA4284WE .....	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes.
SA4285WE .....	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes.
SA4286WE .....	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes.
SA4287WE .....	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes.
SA4180WE .....	Raytheon (Beech) Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes.
SA4184WE .....	Raytheon (Beech) Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes.
SA4239WE .....	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes.
SA4240WE .....	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes.
SA4282WE .....	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes.
SA4178WE .....	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes.
SA4234WE .....	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes.
SA4179WE .....	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes.
SA4235WE .....	Piper Models PA-44-180 and PA-44-180T Airplanes.
SA4236WE .....	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes.
SA4237WE .....	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes.
SA4238WE .....	Piper Models PA-30, PA-39, and PA-40 Airplanes.
SA4385WP .....	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes.
SA4288WE .....	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes.
SA2511NM .....	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes.
SA2510NM .....	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes.
SA4316WE .....	Wing Aircraft Company Model D-1 Airplanes.

**Note 1:** This AD applies to each aircraft identified in the preceding applicability provision that has the affected inflatable door seals installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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 smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:  
 (a) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), deactivate the electric door seal inflation system by accomplishing the following:  
 (1) Disconnect the battery.  
 (2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow the wire end.  
 (4) For non-pressurized airplanes, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:  
 "ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"  
 (5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following

words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE. THIS AIRPLANE CAN ONLY BE OPERATED IN UNPRESSURIZED FLIGHT"

(6) Reconnect the battery before returning to service.

(b) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

**Note 2:** The prior to further flight compliance time of paragraphs (a) and (b) of this AD is being retained from AD 98-21-21. The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.

**Note 3:** This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

(2) Install a manual door seal inflation system instead of an electric system. Aircraft with existing manual systems as of the effective date of this AD are excluded from the requirements of paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person may install, on any aircraft, a Bob Fields Aerocessories electric door seal inflation system unless the actions specified in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, are incorporated.

(e) 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.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712.

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

(2) Alternative methods of compliance approved in accordance with AD 98-21-21

are considered approved as alternative methods of compliance for this AD.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; or may examine this document(s) at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri 64106.

(h) This amendment revises AD 98-21-21, Amendment 39-10844.

Issued in Kansas City, Missouri, on October 22, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-28416 Filed 10-28-99; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ASO-19]

#### Proposed Amendment to Class D

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to amend Class D airspace at Eglin AFB, FL. The Non-Directional Radio Beacon (NDB) Runway (RWY) 32 Standard Instrument Approach Procedure (SIAP) at Destin—Fort Walton Beach Airport has been amended. As a result, additional controlled airspace extending upward from the surface is needed to accommodate the SIAP at Destin—Fort Walton Beach Airport. An extension via the 147° bearing from the Destin NDB for the NDB RWY 32 SIAP would be necessary. The length of the Class D airspace extension southeast of the NDB would be 7 miles, and the width of the airspace extension would be 5 miles.

**DATES:** Comments must be received on or before November 29, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 99-ASO-19, Manager, Airspace Branch, ASO-520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Regional Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5627.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 99-ASO-19." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Regional Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, 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, Manager, Airspace Branch, ASO-520, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

##### The Proposal

The FAA is considering an amendment to part 71 of the Federal