

bargaining table in an attempt to reach a consensus, as opposed to keeping key issues in reserve. The second is a willingness to keep the issues at the table and not take them to other forums. Finally, good faith includes a willingness to move away from some of the positions often taken in a more traditional rulemaking process, and instead explore openly with other parties all ideas that may emerge from the subcommittee's discussions.

E. Facilitator

The facilitator will act as a neutral in the substantive development of the proposed standard. Rather, the facilitator's role generally includes:

- Impartially assisting the members of the subcommittee in conducting discussions and negotiations;
- Impartially assisting in performing the duties of the Designated Federal Official under FACA; and

F. Department Representative

The DOE representative will be a full and active participant in the consensus-building negotiations. The Department's representative will meet regularly with senior Department officials, briefing them on the negotiations and receiving their suggestions and advice so that he or she can effectively represent the Department's views regarding the issues before the subcommittee. DOE's representative also will ensure that the entire spectrum of governmental interests affected by the standards rulemaking, including the Office of Management and Budget, the Attorney General, and other Departmental offices, are kept informed of the negotiations and encouraged to make their concerns known in a timely fashion.

G. Subcommittee and Schedule

After evaluating the comments submitted in response to this notice and the requests for nominations, DOE will either inform the members of the subcommittee that they have been selected or determine that conducting a negotiated rulemaking is inappropriate. Due to the court-ordered deadline, DOE plans for the subcommittee to conduct deliberations in the summer and fall of 2011 and hopes that the subcommittee will come to an agreement on a Notice of Proposed Rulemaking in time to publish that proposal by the October 1, 2011 date contained in the settlement agreement described above.

DOE will advise subcommittee members of administrative matters related to the functions of the subcommittee before beginning. DOE will establish a meeting schedule based on the settlement agreement and

produce the necessary documents so as to adhere to that schedule. While the negotiated rulemaking process is underway, DOE is committed to performing much of the same analysis as it would during a normal standards rulemaking process and to providing information and technical support to the subcommittee.

IV. Comments Requested

DOE requests comments on whether it should use negotiated rulemaking for its rulemaking pertaining to the energy efficiency of distribution transformers and the extent to which the issues, parties, and procedures described above are adequate and appropriate. DOE also requests comments on which parties should be included in a negotiated rulemaking to develop draft language pertaining to the energy efficiency of distribution transformers and suggestions of additional interests and/or stakeholders that should be represented on the subcommittee. All who wish to participate as members of the subcommittee should submit a request for nomination to DOE.

V. Approval of the Office of the Secretary

The Secretary of Energy has approved publication of today's notice of intent to establish a subcommittee and negotiate a proposed rule.

Issued in Washington, DC, on August 5, 2011.

Kathleen Hogan,

Deputy Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 2011-20541 Filed 8-11-11; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24785; Directorate Identifier 2006-NE-20-AD]

RIN 2120-AA64

Airworthiness Directives; Lycoming Engines (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 Series Reciprocating Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede an existing airworthiness directive (AD) that applies to the products listed above.

The existing AD currently requires replacing certain crankshafts. Since we issued that AD, Lycoming Engines discovered that the start date of affected engine models in Mandatory Service Bulletin (MSB) No. 569A, is incorrect. This proposed AD would correct that start date. We are proposing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

DATES: We must receive comments on this proposed AD by September 26, 2011.

ADDRESSES: You may send comments by any of the following methods:

• *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

• *Fax:* 202-493-2251.

• *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

• *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or on the Internet at <http://www.Lycoming.Textron.com>. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; e-mail: norman.perenson@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2006–24785; Directorate Identifier 2006–NE–20–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

Discussion

On September 20, 2006, we issued AD 2006–20–09, Amendment 39–14778 (71 FR 57407, September 29, 2006), for Lycoming Engines (L)O–360, (L)IO–360, AEIO–360, O–540, IO–540, AEIO–540, (L)TIO–540, IO–580, and IO–720 series reciprocating engines. That AD requires replacing certain crankshafts. That AD resulted from reports of 23 confirmed failures of similar crankshafts in Lycoming Engines 360 and 540 series reciprocating engines. We issued that AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

Actions Since Existing AD was Issued

Since we issued AD 2006–20–09, Lycoming Engines discovered that the March 1, 1997 start date of affected engine models in Mandatory Service Bulletin (MSB) No. 569A, is incorrect.

Relevant Service Information

We reviewed Lycoming Engines MSB No. 569A, dated April 11, 2006. That MSB describes procedures for replacing crankshafts listed by serial number in that MSB. We also reviewed Lycoming Engines Supplement No. 1 to MSB 569A, dated May 27, 2009. The supplement corrects the start date of affected engine models, to January 1, 1997.

FAA’s Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or

develop in other products of these same type designs.

Proposed AD Requirements

This proposed AD would retain all of the requirements of AD 2006–20–09. This proposed AD would change the start date of affected engine models, from March 1, 1997, to January 1, 1997.

Costs of Compliance

We estimate that this proposed AD would require no additional costs of compliance over those in the original AD, AD 2006–20–09, which are \$60,384,000. This proposed AD carries over the original costs of compliance. We estimate that this proposed AD would affect 3,774 engines installed on airplanes of U.S. registry. Because the proposed AD compliance interval coincides with engine overhaul or other engine maintenance, we estimate no additional labor hours will be needed to comply with this proposed AD. Parts would cost about \$16,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to be \$60,384,000. Our estimate is independent of any possible warranty coverage.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

For the reasons discussed above, I certify that the proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) 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.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by removing airworthiness directive (AD) 2006–20–09, Amendment 39–14778 (71 FR 57407, September 29, 2006), and adding the following new AD:

Lycoming Engines (formerly Textron Lycoming): Docket No. FAA–2006–24785; Directorate Identifier 2006–NE–20–AD.

Comments Due Date

- (a) The FAA must receive comments on this AD action by September 26, 2011.

Affected ADs

- (b) This AD supersedes AD 2006–20–09, Amendment 39–14778.

Applicability

- (c) This AD applies to those Lycoming Engines (L)O–360, (L)IO–360, AEIO–360, O–540, IO–540, AEIO–540, (L)TIO–540, IO–580, and IO–720 series reciprocating engines listed by engine model number and serial number in Table 1, Table 2, Table 3, or Table 4 of Lycoming Mandatory Service Bulletin (MSB) 569A, dated April 11, 2006, and those engines with crankshafts listed by crankshaft serial number in Table 5 of Lycoming MSB 569A, dated April 11, 2006. These applicable engines are manufactured new or rebuilt, overhauled, or had a crankshaft installed after January 1, 1997. These engines are installed on, but not limited to, the following aircraft:

Engine model	Manufacturer	Aircraft model
AEIO-360-A1B6	Moravan	Z242L Zlin
	Scottish Avia	Bulldog
	Valmet	Leko 70
AEIO-360-A1E6	Integrated Systems	Omega
IO-360-A1B6	Aircraft Manufacturing Factory	Mushshak
	Beech	C-24R Sierra or 200 Sierra
	Cessna	R-G Cardinal
	Korean Air	Chang Gong-91
	Partenavia	P-68C
	Saab	MFI-15 Safari, MFI-17 Supporter
IO-360-A1B6D	Scottish Avia	Bulldog
	Cessna	R-6 Cardinal
	Siai Marchetti	S-205
IO-360-A3B6	Mod Works	Trophy 212 Conversion
IO-360-A3B6D	Mooney	M20J-201
IO-360-B1G6	American	Blimp Spector 42
IO-360-C1C6	Piper Aircraft	PA-28-200R Arrow IV
	Ruschmeyer	MF-85
IO-360-C1D6	M.B.B.	Flamingo 223
	Rockwell	112
IO-360-C1E6	Piper	PA-34-200 Seneca I
IO-360-C1G6	Zeppelin	NT
IO-360-X178	Ly-Con	STC
(L)O-360-A1G6D	Beech	76 Duchess
(L)O-360-A1H6	Piper	PA-44 Seminole
O-360-A1F6	Cessna	177 Cardinal
O-360-A1F6D	Cessna	177 Cardinal
	Teal III	TSC 1A3
O-360-A1G6D	Beech	76 Duchess
O-360-A1H6	Piper	PA-44 Seminole
O-360-E1A6D	Piper	PA-44-180 Seminole
O-360-F1A6	Cessna	C-172RG Cutlass RG
AEIO-540-D4A5	Christen	Pitts S-2S, S-2B
	H.A.L.	HPT-32
	Siai-Marchetti	SF-260
	Slingsby	T3A Firefly
AEIO-540-L1B5	Extra-Flugzeugbau	Extra 300
	F.F.A.	FFA-2000 Eurotrainer
AEIO-540-L1D5	Apex	Apex
IO-540-AA1A5	Piper	602P Sequoia
IO-540-AB1A5	Cessna	C-182 Skylane
IO-540-AC1A5	Cessna	C-206 Stationair
IO-540-AE1A5	Robinson	R44
IO-540-C4B5	Aerofab	250 Renegade
	Avions Pierre Robin	HR100/250
	Bellanca	T-250 Aries
	Piper	Aztec C PA-23 "250", Aztec F
	Wassmer	WA4-21
IO-540-C4D5	S.O.C.A.T.A.	TB-20
IO-540-C4D5D	S.O.C.A.T.A.	TB-20 Trinidad
IO-540-D4A5	Piper	PA-24 260 Comanche
	Siai-Marchetti	SF-260
IO-540-D4B5	Cerva	CF-34 Guepard
IO-540-E1A5	Aero Commander	500-E
IO-540-E1B5	Aero Commander	500-U
	Poeschel	P-300
	Shrike	500-S
IO-540-J4A5	Piper	Aztec PA-23 "250"
IO-540-K1A5	Aeronautica Agricola Mexicana	Quail
	Celair	Eagle
	Embraer	EMB-720 Minuano, EMB-721 Sertanejo
	Piper	PA-32-300 Cherokee Six
IO-540-K1A5D	Piper	PA-32-300
IO-540-K1B5	Evangel-Air	Evangel-Air
	Pilotus Britton-Norman	BN-2B Islander
	Transavara	T-300 Skyfarmer
IO-540-K1E5	Bellanca	Bellanca
IO-540-K1F5	Ted Smith	Aerostar 600
IO-540-K1G5	Embraer	EMB-720 Minuano
	Piper	Saratoga PA-32-300, Brave 300

Engine model	Manufacturer	Aircraft model
IO-540-K1G5D	Embraer Piper	EMB-721 Sertanejo PA-32-300R Lance, SP PA-32-300R Saratoga
IO-540-K1H5	Seawind	Seawind
IO-540-K1J5	Piper	600A Aerostar
IO-540-K1J5D	Embraer	EMB-201 Ipanema
IO-540-K1K5	Piper	T35
IO-540-L1C5	Swearingen	SX300
IO-540-M1A5	Piper	PA-31-300 Navajo
IO-540-M1C5	King Engineering	Angel
IO-540-S1A5	Piper	601B Aerostar, 601P Aerostar
IO-540-T4A5D	General Aviation	Model 114
IO-540-T4B5	Commander	114B
IO-540-T4B5D	Rockwell	114
IO-540-V4A5	Aircraft Manufacturing Factory	Aircraft Manufacturing Factory
IO-540-W1A5	Maule Maule	MT-7-260, M-7-260 MX-7-235, MT-7-235, M7-235
IO-540-X160	Airship Management	Airship Management
IO-540-X170	Robinson	Robinson
O-540-A1A5	Helio	Military H-250
O-540-A1B5	Piper	PA-32 "250" Aztec, PA-24 "250" Comanche
O-540-A1C5	Piper	PA-24 "250" Comanche
O-540-A1D5	Piper	PA-24 "250" Comanche
O-540-A4D5	American Champion Gomozig Avipro	American Champion Gomozig Bearhawk
O-540-B1A5	Piper	PA-23 "235" Apache
O-540-B2B5	S.O.C.A.T.A.	235CA Rallye.
O-540-B2C5	Piper	PA-24 "235" Pawnee
O-540-B4B5	Embraer Maule	EMB-710 Corioca MX-7-235 Star Rocket, M- 6-235 Super Rocket, M- 7-235 Super Rocket
O-540-E4A5	Piper S.O.C.A.T.A. Aviamilano	PA-28 "235" Cherokee 235GT Rallye, 235C Rallye F-250 Flamingo
O-540-E4B5	Piper Siai-Marchetti	PA-24 "260" Comanche SF-260, SF-208
O-540-E4C5	Britton-Norman Piper	BN-2 PA-32 "260" Cherokee Six
O-540-F1B5	Robinson	BN-2A-26 Islander; BN- 2A-27 Islander; BN-2B- 26 Islander II; BN-2A-21 Islander; BN-2A-Mark III-2 Trislander
O-540-G1A5	Piper	R-44
O-540-J1A5D	Maule	PA-25 "260" Pawnee MX-7-235 Star Rocket, M- 6-235 Super Rocket, M- 7-235 Super Rocket
O-540-J3A5	Robin	R-3000/235
O-540-J3A5D	Piper	PA-28-236 Dakota
O-540-J3C5D	Cessna	R-182 Skylane
O-540-L3C5D	Cessna	TR-182 Turbo Skylane
TIO-540-AA1AD	Aerofab Inc	270 Turbo Renegade
TIO-540-AB1AD	S.O.C.A.T.A.	TC TB-21 Trinidad
TIO-540-AE2A	Piper	PA-46-350P Mirage
TIO-540-AF1B	Mooney	TLS M20M
TIO-540-AG1A	Commander Aircraft	112TC
TIO-540-AH1A	Piper	TC PA-32-301T TurboSaratoga
TIO-540-AK1A	Cessna	T182T Turbo Skylane
TIO-540-C1A	Piper	PA-23-250 Turbo Aztec
TIO-540-J2B	Piper	T-1020
TIO-540-U2A	Piper	700P Aerostar
TIO-540-W2A	Aero Mercantil	Gavilan
TIO-540-X136	Schweizer	Schweizer
TIO-540-X155	Cessna	T182 (AK1A)
IO-720-D1B	Embraer	EMB-400 Ipanema, IAR- 821

Engine model	Manufacturer	Aircraft model
IO-720-D1C	Nauchang	N5
	Piper	PA-36-375 Brave

Unsafe Condition

(d) This AD results from Lycoming Engines discovering that the March 1, 1997 start date of affected engine models in Mandatory Service Bulletin (MSB) No. 569A, is incorrect. Lycoming Engines issued Supplement 1 to MSB No. 569A, dated May 27, 2009, which corrected the date of affected engine models, to January 1, 1997. We are issuing this AD to prevent failure of the crankshaft, which will result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Engines for Which No Action Is Required

(f) If your engine meets any of the following conditions, and you have not had the crankshaft replaced since meeting the condition, no further action is required:

(1) Engines that are in compliance with Lycoming MSB No. 552 (AD 2002-19-03) or MSB No. 553 (AD 2002-19-03 Table 3 or Table 5); or

(2) Engines that are in compliance with Lycoming MSB No. 566 AD (2005-19-11); or

(3) Engines that are in compliance with Lycoming Supplement No. 1 to MSB No. 566 (AD 2006-06-16); or

(4) Engines that are in compliance with the original issue of Lycoming MSB No. 569, MSB No. 569A, and Supplement 1 to MSB No. 569A.

(5) For engines identified in paragraphs (f), (g), (h), or (i) of this AD, owners or operators may make an entry in the AD status log required by 14 CFR 91.417(a)(2)(v) that this AD required no action for compliance.

(g) If Lycoming Engines manufactured new, rebuilt, overhauled, or repaired your engine, or replaced the crankshaft in your engine before January 1, 1997, and you have not had the crankshaft replaced, no further action is required.

(h) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine serial number (S/N), and Table 5 of MSB No. 569A, dated April 11, 2006, does not list your crankshaft S/N, no further action is required.

(i) For engine model TIO-540-U2A, S/N L-4641-61A, no action is required.

Engines for Which Action Is Required

(j) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, lists your engine S/N, and Table 5 of MSB No. 569A, dated April 11, 2006, lists your crankshaft S/N, replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(1) The time of the next engine overhaul as specified in Lycoming Engines Service

Instruction No. 1009AS, dated May 25, 2006; or

(2) The next separation of the crankcase, or

(3) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

(k) If Table 1, Table 2, Table 3, or Table 4 of Lycoming MSB No. 569A, dated April 11, 2006, does not list your engine S/N, and Table 5 of MSB No. 569A does list your crankshaft S/N (an affected crankshaft was installed as a replacement), replace the affected crankshaft with a crankshaft that is not listed in Table 5 of MSB No. 569A at the earliest of the following:

(1) The time of the next engine overhaul as specified in Lycoming Engines Service Instruction No. 1009AS, dated May 25, 2006; or

(2) The next separation of the crankcase, or

(3) No later than 12 years from the time the crankshaft first entered service or was last overhauled, whichever is later.

Prohibition Against Installing Certain Crankshafts

(l) After the effective date of this AD, do not install any crankshaft that has a S/N listed in Table 5 of Lycoming MSB No. 569A, dated April 11, 2006, into any engine.

Alternative Methods of Compliance (AMOC)

(m) The Manager, New York Aircraft Certification Office, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19. AMOCs approved for AD 2006-20-09 are approved as AMOCs for this AD.

Related Information

(n) For more information about this AD, contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; e-mail: norman.perenson@faa.gov.

(o) For service information identified in this AD, contact Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or on the Internet at <http://www.Lycoming.Textron.com>. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts on August 5, 2011.

Peter A. White,

Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011-20519 Filed 8-11-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-0455; Airspace Docket No. 11-AEA-4]

Proposed Establishment of Class D and E Airspace; Frederick, MD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Class D and E airspace at Frederick, MD, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) at Frederick Municipal Airport. This action would enhance the safety and management of Instrument Flight Rules (IFR) operations for SIAPs at the airport.

DATES: 0901 UTC. Comments must be received on or before September 26, 2011.

ADDRESSES: Send comments on this rule to: U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001; Telephone: 1-800-647-5527; Fax: 202-493-2251. You must identify the Docket Number FAA-2011-0455; Airspace Docket No. 11-AEA-04, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

You may review the public docket containing the rule, any comments received, and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, Georgia 30337.

FOR FURTHER INFORMATION CONTACT: Richard Horrocks, Airspace Specialist, Operations Support Group, Eastern Service Center, Air Traffic Organization,