

"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 U.S.C. 106(g), 40113, 44701.

#### §39.13 [Amended]

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 84-23-06, Amendment 39-4942, (49 FR 43621, October 31, 1984), and adding a new AD to read as follows:

**84-23-06 R1. Pilatus Britten-Norman LTD.:** Amendment 39-10172; Docket No. 84-CE-18-AD; Revises AD 84-23-06, Amendment 39-4942.

**Applicability:** BN-2A MK. 111 Series Airplanes (all serial numbers), 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 (d) 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.

**Note 2:** The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

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

**Compliance:** Required initially upon the accumulation of 500 hours time-in-service (TIS) or within the next 50 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished (compliance with AD 84-23-06), and thereafter at intervals not to exceed 500 hours TIS.

To prevent failure of the upper mounting brackets on both wing mounted engines, which could possibly cause structural failure of the airplane, accomplish the following:

(a) Visually inspect the following areas in accordance with paragraphs 1 through 6 of the "Inspection" section of the Pilatus Britten-Norman (Pilatus) Service Bulletin (SB) No. BN-2/SB.61, Issue 5, dated December 9, 1981:

(1) The upper engine to wing mounting brackets for:

(i) Minimum lug bolt hole-to-edge distance, elongation of the bolt holes, distortion, delamination, cracks, flaking, and corrosion;

(ii) The bolts for correct bearing length; and

(iii) Loose and fretted bushings.

(2) Prior to further flight, correct defects in accordance with the following:

(i) If the lug bolt hole-to-edge distance is less than the specified minimum (0.2625-inches), correct in accordance with paragraph 3 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981;

(ii) If the bolt holes are elongated, or if any bushings are loose or fretted, modify and correct in accordance with paragraph 4 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981;

(iii) If any mounting bracket is cracked, modify both brackets on the same engine installation (left side engine or right side engine) concurrently (even if only one bracket is defective) in accordance with paragraph 1 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981;

(iv) If any lug is distorted or delaminated, replace the deficient part in accordance with paragraphs 1 and 2 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981;

(v) If any inspected part is corroded or flaking, replace the part in accordance with paragraph 1 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981; and

(vi) If any of the bolts are of incorrect length or damaged, replace with new units of the correct length in accordance with paragraphs 1 and 2 of the "Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981.

(b) The intervals between the repetitive inspections required by this AD may be adjusted up to 10 percent of the specified interval to allow for accomplishing these inspections concurrent with the other scheduled maintenance of the airplane.

(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.

(d) 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, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The inspections, modifications, and replacements, required by this AD shall be done in accordance with Pilatus Britten-Norman Service Bulletin No. BN-2/SB.61, Issue: 5, Date: December 9, 1981. 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 Pilatus Britten-Norman Limited, Bembridge, Isle of Wight, United Kingdom PO35 5PR. 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.

(f) This amendment (39-10172) becomes effective on November 24, 1997.

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

**Mary Ellen A. Schutt,**

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

[FR Doc. 97-27931 Filed 10-22-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AWP-23]

#### Amendment of Class E Airspace; Flagstaff, AZ

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace areas at Flagstaff, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 3 has made this action necessary. The intended effect of this action is to provide adequate additional controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations at Flagstaff Pulliam Airport, Flagstaff, AZ.

**EFFECTIVE DATE:** 0901 UTC January 01, 1998.

**FOR FURTHER INFORMATION CONTACT:** Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6531.

**SUPPLEMENTARY INFORMATION:**

**History**

On August 11, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace areas at Flagstaff, AZ (62 FR 42955). The development of a GPS SIAP at Flagstaff Pulliam Airport has made this action necessary. The intended effect of this action is to provide additional controlled airspace extending 700 feet or more above the surface for aircraft executing the GPS RWY 3 SIAP to Flagstaff Pulliam Airport, Flagstaff, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations are published in paragraphs 6004 and 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. Class E airspace designations listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace areas at Flagstaff, AZ. The development of a GPS SIAP at Flagstaff Pulliam Airport has made this action necessary. The intended effect of this action is to provide additional controlled airspace extending 700 feet or more above the surface for aircraft executing the GPS RWY 3 SIAP at Flagstaff Pulliam Airport, Flagstaff, AZ.

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. Therefore, this regulation—(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.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR part 71 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.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.*

\* \* \* \* \*

**AWP AZ E4 Flagstaff, AZ [Revised]**

Flagstaff Pulliam Airport, AZ.  
(Lat. 35°08'18" N, long. 111°40'16" W)  
Flagstaff VOR/DME  
(Lat. 35°08'50" N, long. 111°40'27" W)

That airspace extending upward from the surface beginning where a line 1.8 miles northwest of and parallel to the Flagstaff VOR/DME 057° radial intercepts the 6.1-mile radius of the Flagstaff Pulliam Airport, thence clockwise to intercept a line 1.8 miles northwest of and parallel to the Flagstaff VOR/DME 218° radial, thence northeastbound on a line 1.8 miles west of and parallel to the Flagstaff VOR/DME 218° radial to intercept the 3-mile arc of the Flagstaff Pulliam Airport clockwise to intercept the line 1.8 miles northwest of and parallel to the Flagstaff VOR/DME 057° radial and thence to the point of beginning and within 1.8 miles each side of the Flagstaff VOR/DME 127° radial, extending from the 6.1-mile radius to 8.6 miles southeast of the VOR/DME. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AWP AZ E5 Flagstaff, AZ [Revised]**

Flagstaff Pulliam Airport, AZ  
(Lat. 35°08'18" N, long. 111°40'16" W)  
Flagstaff VOR/DME  
(Lat. 35°08'50" N, long. 111°40'27" W)

That airspace extending upward from 700 feet above the surface within a 3.6-mile radius of the Flagstaff Pulliam Airport and within a 10-mile radius of the Flagstaff VOR beginning at a line 1.8-miles northwest of parallel to the Flagstaff VOR 043° radial extending clockwise to a point beginning at lat. 34°59'20" N, long. 111°36'35" W; to lat. 34°44'00" N, long. 111°50'00" W; to lat. 34°45'00" N, long. 112°01'00" W; to lat. 34°54'00" N, long. 112°05'00" W; to lat. 35°08'00" N, long. 111°52'00" W, thence eastbound along the Flagstaff VOR 265° radial to intercept the 3.6-mile radius of the Flagstaff Pulliam Airport, thence clockwise to the point of beginning. That airspace extending upward from 1,200 feet above the surface within 8.3 miles each side of the Flagstaff VOR 127° and 307° radials, extending from 7 miles northwest to 16.5 miles southeast of the Flagstaff VOR and that airspace bounded by a line beginning at lat. 35°13'32" N, long. 111°04'31" W; to lat. 35°17'17" N, long. 111°02'35" W; to lat. 35°22'00" N, long. 111°16'43" W; to lat. 35°24'00" N, long. 111°26'16" W; to lat. 35°18'00" N, long. 111°25'33" W, thence clockwise via a 10-mile radius of the Flagstaff VOR to lat. 35°16'34" N, long. 111°32'42" W; to lat. 35°19'58" N, long. 111°24'10" W, thence to the point of beginning and that airspace bounded by a line beginning at lat. 35°02'56" N, long. 111°20'38" W; to lat. 35°02'00" N, long. 111°15'00" W; to lat. 35°00'56" N, long. 111°22'28" W, thence to the point of beginning, excluding the Sedona, AZ, Class E airspace area.

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Issued in Los Angeles, California, on October 16, 1997.

**Thomas L. Parks,**

*Acting Manager, Air Traffic Division Western-Pacific Region.*

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**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**Food and Drug Administration**

**21 CFR Parts 510 and 520**

**Animal Drugs, Feeds, and Related Products; Selegiline Hydrochloride Tablets; Correction**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule; correction.

**SUMMARY:** The Food and Drug Administration (FDA) is correcting a