

entry services, depend upon facts within the knowledge of the Department of Agriculture. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

Accordingly, pursuant to the administrative procedure provisions in 5 U.S.C. 553, we find upon good cause that prior notice and other public procedure with respect to this rule are impracticable and unnecessary; we also find good cause for making this rule effective less than 30 days after publication of this document in the **Federal Register**.

#### **Executive Order 12866 and Regulatory Flexibility Act**

This final rule has been reviewed under Executive Order 12866. For this action, the Office of Management and Budget has waived its review process required by Executive Order 12866.

The number of requests for overtime services of a VS employee at the locations affected by our rule represents an insignificant portion of the total number of requests for these services in the United States.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

#### **Executive Order 12372**

This program/activity is listed in the Catalog of Federal Domestic Assistance under No. 10.025 and is subject to Executive Order 12372, which requires intergovernmental consultation with State and local officials. (See 7 CFR part 3015, subpart V.)

#### **Executive Order 12988**

This final rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule is intended to have preemptive effect with respect to any State or local laws, regulations, or policies that conflict with its provisions or that would otherwise impede its full implementation. This rule is not intended to have retroactive effect. There are no administrative procedures that must be exhausted prior to any judicial challenge to the provisions of this rule or the application of its provisions.

#### **COMMUTED TRAVELTIME ALLOWANCES**

[In hours]

Location covered	Served from	Metropolitan Area	
		Within	Outside
* * * * *	* * * * *		
[Add]			
* * * * *	* * * * *		
Mexico:			
Ciudad Acuna .....	Del Rio, TX .....		1½
Juarez .....	El Paso, TX .....		1
Nuevo Laredo .....	Laredo, TX .....		1½
Ojinaga .....	Presidio, TX .....		1
Piedras Negras .....	Eagle Pass, TX .....		1
Reynosa (Pharr International Bridge) .....	Hidalgo, TX .....		1
San Jeronimo .....	El Paso, TX .....		2
* * * * *	* * * * *		

Done in Washington, DC, this 2nd day of April 1998.

**Terry L. Medley,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 98-9052 Filed 4-6-98; 8:45 am]

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#### **SMALL BUSINESS ADMINISTRATION**

##### **13 CFR Part 121**

#### **Small Business Size Standards; Engineering Services, Architectural Services, and Surveying and Mapping Services**

**AGENCY:** Small Business Administration.

**ACTION:** Proposed rulemaking; extension of comment period.

**SUMMARY:** On February 3, 1998 (63 FR 5480), the Small Business

#### **Paperwork Reduction Act**

This rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### **List of Subjects in 9 CFR Part 97**

Exports, Government employees, Imports, Livestock, Poultry and poultry products, Travel and transportation expenses.

Accordingly, 9 CFR part 97 is amended as follows:

#### **PART 97—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS**

1. The authority citation for part 97 continues to read as follows:

**Authority:** 7 U.S.C. 2260; 49 U.S.C. 1741; 7 CFR 2.22, 2.80, and 371.2(d).

2. Section 97.2 is amended by adding in the table, in alphabetical order, the following entries to read as follows:

#### **§ 97.2 Administrative instructions prescribing commuted traveltime.**

\* \* \* \* \*

Administration (SBA) proposed a size standard of \$7.5 million in average annual receipts for general Engineering Services (part of Standard Industrial Classification (SIC) code 8711), \$5.0 million for Architectural Services (SIC code 8712) and \$3.5 million for Surveying and Mapping Services (SIC code 8713 and part of SIC code 7389). The proposed rule specified that comments to the proposed rule must be submitted to the SBA by April 6, 1998. This notice extends the comment period for an additional 30 days.

**DATES:** Comments must be submitted on or before May 6, 1998.

**ADDRESSES:** Send comments to Gary M. Jackson, Assistant Administrator for Size Standards, 409 3rd Street, S.W., Mail Code 6880, Washington DC 20416.

**FOR FURTHER INFORMATION CONTACT:** Robert N. Ray, Office of Size Standards, (202) 205-6618.

**SUPPLEMENTARY INFORMATION:** The SBA proposed an increase to the size standard for general Engineering Services (part of SIC code 8711) from \$2.5 million to \$7.5 million on February 3, 1998 (63 FR 5480). The other size standards applicable to Engineering Services under SIC code 8711—Military and Aerospace Equipment, Military Weapons, Marine Engineering, and Naval Architecture—were not reviewed as part of that proposed rule. The rule also proposed an increase to the size standard for the Architectural Services industry (SIC code 8712) from \$2.5 million to \$5 million and an increase to the size standard for the Surveying and Mapping Services industry (SIC code 8713) from \$2.5 million to \$3.5 million. The rule proposed no change to the \$3.5 million size standard for Map Drafting, Mapmaking and Photogrammetric Mapping Services that are industry activities under Business Services, Not Elsewhere Classified (SIC code 7389). A thorough discussion of the reasons why the SBA proposed these size standards is contained in the proposed rule.

This notice extends the comment period an additional 30 days, or until May 6, 1998, to allow the public additional time to fully address the appropriateness of the proposed size standards and their impacts on the engineering, architectural, and surveying and mapping industries. Given the level of interest that has been expressed to date on the proposed size standards and the significance of the proposed size standards, the SBA believes that a longer comment period is appropriate and will generate valuable input from firms in those industries potentially affected by a size standard change.

Dated: April 1, 1998.

**Aida Alvarez,**  
Administrator.

[FR Doc. 98-8996 Filed 4-6-98; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-CE-19-AD; Amendment 39-10439; AD 97-08-02 R1]

RIN 2120-AA64

#### **Airworthiness Directives; Schempp-Hirth K.G. Models Nimbus-2B, Mini-Nimbus B, Discus a, and Discus b Sailplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document clarifies information in an existing airworthiness directive (AD) that applies to certain Schempp-Hirth K.G. (Schempp-Hirth) Models Standard-Cirrus, Nimbus-2, Nimbus-2B, Mini-Nimbus HS-7, Mini-Nimbus B, Discus a, and Discus b sailplanes. That AD currently requires accomplishing a load test of the elevator control system, and replacing the elevator vertical actuating tube either immediately or at a certain time period depending on the results of the load test. The actions specified in that AD are intended to prevent corrosion in the elevator caused by water entering the elevator control rod, which could result in elevator failure and consequent loss of control of the sailplane. The Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes are not equipped with elevator control systems, and should not be affected by the current AD. This action eliminates all reference to the Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes in the current AD.

**DATES:** Effective April 17, 1998.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 30, 1997 (62 FR 16667, April 8, 1997).

**FOR FURTHER INFORMATION CONTACT:** Mr. J. Mike Kiesov, Project Officer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** On April 1, 1997, the Federal Aviation Administration (FAA) issued AD 97-08-02, Amendment 39-9990 (62 FR 16667, April 8, 1997), which applies to certain Schempp-Hirth Models Standard-Cirrus, Nimbus-2, Nimbus-2B, Mini-Nimbus HS-7, Mini-Nimbus B, Discus a, and Discus b sailplanes. That

AD requires accomplishing a load test of the elevator control system, and replacing the elevator vertical actuating tube either immediately or at a certain time period depending on the results of the load test.

Accomplishment of the test and replacement is required in accordance with Schempp-Hirth Technical Note No. 278-33, 286-28, 295-22, 328-10, 349-16, 360-9, 373-5, dated November 19, 1992, and the Appendix to this technical note.

AD 97-08-02 resulted from reported incidents of corrosion found in the elevator because of water entering the elevator control rod. The actions required by that AD are intended to prevent corrosion in the elevator caused by water entering the elevator control rod, which could result in elevator failure and consequent loss of control of the sailplane.

#### **Need for the Correction**

The FAA inadvertently included the Schempp-Hirth Models Nimbus 2, Mini-Nimbus HS-7, and Standard Cirrus sailplanes in the Applicability of AD 97-08-02. These sailplane models are not equipped with elevator control systems, and should not be affected by the current AD.

#### **Correction of Publication**

This document eliminates from the Applicability of AD 97-08-02 those sailplanes that are not equipped with elevator control systems.

The AD is being reprinted in its entirety for the convenience of affected operators.

Since this action only clarifies the FAA's original intent, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

#### **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.