

impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 adding the following new airworthiness directive:

99-10-08 Boeing: Amendment 39-11161. Docket 97-NM-53-AD.

Applicability: Model 767 series airplanes, manufacturer's line positions 001 through 455 inclusive, 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 (c) 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, unless accomplished previously.

To prevent corrosion of the forward trunnion joint of the main landing gear (MLG), which could lead to a stress corrosion fracture of the forward trunnion and possible consequent collapse of the MLG, accomplish the following:

(a) Within 6 years since the outer cylinder of the MLG was new, last overhauled, or installed (replaced) after the last corrosion repair in accordance with Boeing Alert Service Bulletin 767-32A0127, dated January 29, 1996; or within 18 months after the effective date of this AD; whichever occurs later: Perform a detailed visual inspection to

detect corrosion inside the forward trunnion joint and the internal threads of the MLG; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-32A0127, dated January 29, 1996.

(1) If no corrosion of the forward trunnion joint is found, prior to further flight, accomplish either paragraph (a)(1)(i) or (a)(1)(ii) of this AD.

(i) Apply chrome plating to the forward trunnion thrust and tab faces and apply corrosion-inhibiting compound to the trunnion joint in accordance with the alert service bulletin. Accomplishment of this application of chrome plating constitutes terminating action for the requirements of this AD.

(ii) Apply corrosion-inhibiting compound to the forward trunnion joint in accordance with the Accomplishment Instructions of the alert service bulletin. Repeat the detailed visual inspection thereafter at intervals not to exceed six years or until chrome plating is applied to the forward trunnion thrust and tab faces and corrosion-inhibiting compound is applied to the trunnion joint, in accordance with the alert service bulletin.

(2) If any corrosion of the forward trunnion joint is found, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Repair the forward trunnion, apply chrome plating to the forward trunnion thrust and tab faces, and apply corrosion-inhibiting compound; in accordance with the alert service bulletin. Accomplishment of this application of chrome plating and corrosion-inhibiting compound constitutes terminating action for the requirements of this AD.

(ii) Repair the forward trunnion and apply corrosion-inhibiting compound to the forward trunnion joint in accordance with the alert service bulletin. Repeat the detailed visual inspection thereafter at intervals not to exceed six years or until chrome plating is applied to the forward trunnion thrust and tab faces in accordance with the alert service bulletin.

(b) Replacement, repair, or overhaul of the outer cylinder of the MLG that includes the application of chrome plating to the forward trunnion thrust and tab faces and application of corrosion-inhibiting compound, in accordance with Boeing Alert Service Bulletin 767-32A0127, dated January 29, 1996, constitutes terminating action for the requirements of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) 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 AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 767-32A0127, dated January 29, 1996. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 11, 1999.

Issued in Renton, Washington, on April 30, 1999.

D. L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-11468 Filed 5-6-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-17-AD; Amendment 39-11160; AD 99-10-06]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Corporation Model Beech 2000 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Corporation (Raytheon) Model Beech 2000 airplanes. This AD requires immediately incorporating temporary revisions to the Limitations Section of the Airplane Flight Manual (AFM) that include requirements of not allowing flap operation during takeoff, accomplishing the preflight visual checks (referred to as visual inspections in the AFM temporary revisions) of the aft cove panel of the wing for delamination prior to each flight, and incorporating a repair scheme if delamination is found. This AD also requires repetitively inspecting the trailing edge of the wing by looking for

delamination (debonding) (also referred to as cracks in the service information) through the thickness of the trailing edge of the wing cove skin panels, and modifying the center flap track rib attachment when delamination (debonding) is found. This AD is the result of a report of the wing cove skin panel separating from the wing while in flight on one of the affected airplanes. The actions specified by this AD are intended to detect and correct delamination of the wing cove skin in the area of the support rib, which could result in the delamination propagating to the trailing edge of the wing with the wing cove skin panel possibly separating from the wing.

DATES: Effective June 3, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 3, 1999.

Comments for inclusion in the Rules Docket must be received on or before July 9, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-17-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-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: Mr. Steve E. Potter, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA has received a report that the wing cove skin panel separated from the wing while in flight on a Raytheon Model Beech 2000 airplane. Examination of this incident revealed delamination of the aft cove wing skin panel in the area of the support ribs, which then propagated to the wing aft cove panel until it separated.

Raytheon has reported to the FAA other wing skin delaminations in this area on the affected airplanes.

Relevant Service Information

Raytheon has issued the following:

—Safety Communique No. 158, dated March 1999, which includes procedures for inspecting the trailing edge of the wing by looking for delamination (debonding) through the thickness of the trailing edge of the wing cove skin panels;

—Raytheon Temporary Changes to the FAA Approved Airplane Flight Manual (AFM), part number (P/N) 122-590013-37BTC3, Rev. 1, dated March 12, 1999, which include requirements of not allowing flap operation during takeoff, and accomplishing preflight visual checks (referred to as visual inspections in the AFM temporary revisions) of the aft cove panel of the wing for delamination prior to each flight and incorporating a repair scheme if delamination is found;

—Field Repair drawing FR-SS-00010, Reinforcement of Aft cove panel of Flap Cove Assy P/N 122-100079-1/2, which includes procedures for modifying the aft cove panel of the flap cove assembly when delamination (debonding) is found; and

—Kit 122-4019, Rev. B, dated March 12, 1999, which includes the procedures and parts necessary for modifying the attachment of the support rib at the center flap track when delamination (debonding) (referred to as cracks in the Safety Communique) is found.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that AD action should be taken to detect and correct delamination of the wing cove skin in the area of the support rib, which could result in the delamination propagating to the trailing edge of the wing with the wing cove skin panel possibly separating from the wing.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Raytheon Model Beech 2000 airplanes of the same type design, the FAA is taking AD action. This AD requires immediately incorporating temporary revisions to the Limitations Section of the Airplane Flight Manual (AFM) that disallow flap operation during takeoff, and specify inspecting the aft cove panel of the wing for delamination prior to each flight and incorporating a repair scheme if

delamination is found. This AD also requires repetitively inspecting the trailing edge of the wing by looking for delamination (debonding) (referred to as cracks in the service information) through the thickness of the trailing edge of the wing cove skin panels, and modifying the center flap track rib attachment when delamination (debonding) is found.

Accomplishment of the actions specified in this AD is required in accordance with the service information previously referenced.

Determination of the Effective Date of the AD

Since a situation exists (the wing cove skin panel possibly separating from the wing) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to

Docket No. 99-CE-17-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 adding a new airworthiness directive (AD) to read as follows:

99-10-06 Raytheon Aircraft Company:

Amendment 39-11160; Docket No. 99-CE-17-AD.

Applicability: Model Beech 2000 airplanes, serial numbers NC-4 through NC-53, certificated in any category, that do not have Raytheon Kit 122-4019, Rev. B, dated March 12, 1999, incorporated.

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 (g) 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 detect and correct delamination of the wing cove skin in the area of the support rib, which could result in the delamination propagating to the trailing edge of the wing with the wing cove skin panel possibly separating from the wing, accomplish the following:

(a) Prior to further flight, incorporate Raytheon Temporary Changes to the FAA Approved Airplane Flight Manual (AFM), part number (P/N) 122-590013-37BTC3, Rev. 1, dated March 12, 1999, into the Limitations Section of the AFM. The requirements of the AFM temporary revisions include not allowing flap operation during takeoff and accomplishing preflight visual checks (referred to as visual inspections in the AFM temporary revisions) of the aft cove panel of the wing for delamination (debonding) prior to each flight and incorporating a repair scheme if delamination (debonding) is found.

Note 2: The visual checks referenced in the AFM temporary revisions may be performed by the pilot.

(b) Visually inspect the trailing edge of the wing by looking for delaminations (debonding) (also referred to as cracks in the service information) through the thickness of the trailing edge of the wing cove skin panel, in accordance with Raytheon Safety Communique No. 158, dated March 1999, at the compliance times specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) **Initial Inspection:** Within the next 10 hours time-in-service (TIS) after the effective date of this AD or prior to further flight after any delamination (debonding) is found during any preflight visual check specified in the AFM temporary revisions required by paragraph (a) of this AD, whichever occurs first; and

(2) **Repetitive Inspections:** Thereafter (after each inspection) at intervals not to exceed 50 hours TIS or prior to further flight after any delamination (debonding) is found during any preflight check specified in the AFM temporary revisions required in paragraph (a) of this AD, whichever occurs first.

(c) If any delamination (debonding) is found during any of the preflight checks or inspections of the aft cove panel of the wing required by paragraphs (a) and (b) of this AD, prior to further flight, accomplish the following:

(1) **Delamination (Debonding) Found During the Preflight Visual Checks Specified**

in the AFM Revisions Required by Paragraph (a) of This AD: In addition to the inspection required by paragraph (b) of this AD, incorporate one of the following:

(i) Raytheon Field Repair drawing FR-SS-00010, Reinforcement of Aft cove panel of Flap Cove Assy P/N 122-100079-1/2, as referenced in Raytheon Safety Communique No. 158, dated March 1999; or

(ii) Raytheon Kit 122-4019, Rev. B, dated March 12, 1999. This kit includes the procedures and parts necessary for modifying the attachment of the support rib at the center flap track.

(2) **Delamination (Debonding) Found During Any Inspection Required by Paragraph (b) of This AD:** Incorporate Raytheon Kit 122-4019, Rev. B, dated March 12, 1999. This kit includes the procedures and parts necessary for modifying the rib attachment center flap track.

(d) Incorporating Raytheon Kit 122-4019, Rev. B, dated March 12, 1999, as specified in paragraphs (c)(1)(ii) and (c)(2) of this AD constitutes terminating action for the AFM and repetitive inspection requirements of paragraphs (a) and (b) of this AD, respectively. This kit may be incorporated at any time, but must be incorporated if any delamination is found during any inspection required by paragraph (b) of this AD.

(e) Incorporating the AFM temporary revisions as required by paragraph (a) of this AD 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).

(f) 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 inspections and modifications required by paragraphs (b) and (c) of this AD can be accomplished. The AFM temporary revisions required by paragraph (a) of this AD must be incorporated prior to this flight.

(g) 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, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(h) The inspections required by this AD shall be done in accordance with Raytheon Safety Communique No. 158, dated March 1999. The modification required by this AD shall be done in accordance with Raytheon Field Repair drawing FR-SS-00010, Revision A, dated February 24, 1999, as referenced in Raytheon Safety Communique No. 158, dated March 1999; or Raytheon Field Service Kit 122-4019, Revision B, dated March 12, 1999.

(1) 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 the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085.

(2) 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.

(i) This amendment becomes effective on June 3, 1999.

Issued in Kansas City, Missouri, on April 29, 1999.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-11320 Filed 5-6-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-7]

Amendment to Class E Airspace; Stockton, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revised Class E airspace at Stockton, MO.

DATES: The direct final rule published at 64 FR 10939 is effective on 0901 UTC, July 15, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on March 8, 1999 (64 FR 10939). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on July 15, 1999. No adverse comments were received, and thus this notice

confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on April 21, 1999.

Jack L. Skelton,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 99-11543 Filed 5-6-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-22]

Amendment to Class E Airspace; Harlan, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Harlan Municipal Airport, Harlan, IA. The FAA has developed Global Positioning System (GPS) Runway (RWY) 15 and GPS RWY 33 Standard Instrument Approach Procedures (SIAPs) to serve Harlan Municipal Airport, IA. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the new GPS RWY 15 and GPS RWY 33 SIAPs in controlled airspace.

The intended effect of this rule is to provide controlled Class E airspace for aircraft executing GPS RWY 15 and GPS RWY 33 SIAPs, and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

DATES: This direct final rule is effective on 0901 UTC, September 9, 1999.

Comments for inclusion in the Rules Docket must be received on or before June 28, 1999.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 99-ACE-22, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours

in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA has developed GPS RWY 15 and GPS RWY 33 SIAPs to serve the Harlan Municipal Airport, Harlan, IA. The amendment to Class E airspace at Harlan, IA, will provide additional controlled airspace at and above 700 feet AGL in order to contain the new SIAPs within controlled airspace, and thereby facilitate separation of aircraft operating under Instrument Flight Rules.

The amendment at Harlan Municipal Airport, IA, will provide additional controlled airspace for aircraft operating under IFR. The area will be depicted on appropriate aeronautical charts. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulations will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document