

contracts, capturing close to one-half of about \$115 million worth of contracts in both fiscal years 1996 and 1997. We have received information from accounting industry groups concerned about the procurement preference programs and the relationship of these programs to the accounting size standard. Some believe that the \$6 million size standard is too limiting in terms of allowing firms they believe to be small accounting firms to access larger Federal contracts. The issue, then, is whether firms above the present size standard should become designated as small businesses because they have difficulty competing against the largest firms in the industry for Federal contracts. Thus, we also seek comments on whether some or all "mid-sized" firms (those larger than SBA's \$6 million size standard but smaller than the "Big 5") are at a competitive disadvantage with the largest firms in the industry for Federal contracts. If so, please comment on whether an increase to the size standard to include some mid-sized firms as small businesses would be helpful.

There also has been concern expressed that the largest accounting firms are receiving large-sized Federal contracts to the detriment of small- and mid-sized firms. In particular, we are told, accounting and auditing services are combined or bundled with other types of business, management, or financial services into larger contracts. When contract requirements in more than one industry are grouped together, this is known as contract bundling. These bundled contracts tend to limit opportunities for small businesses since the combined requirements become too large of a contract for a small business to handle. Yet, a small business could capably perform on one or a few requirements if they were separate and smaller contracts. We are interested in finding out the extent that accounting services are being bundled with other business and professional services to form large-sized contracts which are out of the reach of small- and mid-sized businesses. Also, if such practice is extensive, the public should comment on whether it should influence the level of the size standard for accounting.

Note: SBA has issued a proposed rule to define contract bundling (64 FR 2153) and its intent to determine the impact on small business of bundled contracts with expected value of \$5 million or more.

In addition to these issues, comments on other issues concerning the accounting industry and the size standard that would be helpful to SBA include:

- Recent changes in the structure of the accounting industry;
- Competitiveness of small accounting businesses versus the largest or "Big 5" accounting firms;
- Growth of accounting firms;
- The role of and problems affecting "mid-sized" firms in the industry and how they may differ from small businesses; and
- Whether firms approaching the \$6 million size standard are disadvantaged because of their size and if so, how?

The purpose of this advance notice is to obtain additional information on the accounting, auditing, and bookkeeping services industry to assist us in deciding whether a sufficient basis exists to propose a different size standard or to retain the current size standard. If we decide to propose a change to the size standard, this notice would be followed by a proposed rule published in the **Federal Register** indicating a specific new size standard. After evaluating public comment on a proposed size standard, a final rule would put into effect any new size standard.

Dated: May 17, 1999.

Aida Alvarez,
Administrator.

[FR Doc. 99-14012 Filed 6-2-99; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-72-AD]

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 205A-1 and 205B Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (BHTI) Model 205A-1 and 205B helicopters. This proposal would require inspecting the vertical fin spar cap (spar cap) for cracking, corrosion, or disbonding, and modifying the vertical fin and replacing the left-hand spar cap. This proposal is prompted by 5 accidents involving helicopters of similar type design. The actions specified by the proposed AD are intended to detect fatigue cracking or corrosion on the spar cap, which could lead to failure of the vertical fin spar, loss of the tail rotor, and

subsequent loss of control of the helicopter.

DATES: Comments must be received on or before August 2, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-72-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bell Helicopter Textron, Inc., Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Harry Edmiston, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5158, fax (817) 222-5783.

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 summarizing 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-SW-72-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, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-72-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

This document proposes the adoption of a new AD that is applicable to BHTI Model 205A-1 and 205B helicopters. This proposal would require:

- Visually inspecting the spar cap for any crack or disbonding;
- Inspecting the spar cap for any disbonding using a tap hammer;
- Modifying the vertical fin;
- After modifying the vertical fin, inspecting the spar cap for any cracks using a dye-penetrant inspection method; and
- Replacing the left-hand spar cap.

This proposal is prompted by 5 accidents involving helicopters of similar type design. The actions specified by the proposed AD are intended to detect fatigue cracking or corrosion on the spar cap, which could lead to failure of the vertical fin spar, loss of the tail rotor, and subsequent loss of control of the helicopter.

The FAA has reviewed the following alert service bulletins:

- BHTI Alert Service Bulletin (ASB) 205-98-70, Revision A, dated September 21, 1998, which is applicable to Model 205A-1 helicopters; and
- BHTI ASB 205B-98-26, Revision A, dated September 21, 1998, which is applicable to Model 205B helicopters.

Both describe procedures for inspecting the vertical fin spar for cracks or disbonding, and replacing the vertical fin spar cap if a crack or disbonding is found.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTI Model 205A-1 and 205B helicopters of the same type design, the proposed AD would require:

- Visually inspecting the spar cap for any crack or disbonding;
- Inspecting the spar cap for any crack or disbonding using a tap hammer;
- Modifying the vertical fin;
- After modifying the vertical fin, inspecting the spar cap for any cracks using a dye-penetrant inspection method; and
- Replacing the left-hand spar cap.

The actions would be required to be accomplished in accordance with the service bulletins described previously.

The FAA estimates that 150 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per helicopter to accomplish the initial inspections, 0.5 work hour for the repetitive inspections, and 180 hours to replace the vertical fin spar assembly, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$300 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,705,500 to conduct the initial inspection and one repetitive inspection, and replace the vertical fin spar assembly on all the fleet.

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 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); 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 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, 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 adding a new airworthiness directive to read as follows:

Bell Helicopter Textron, Inc.: Docket No. 98-SW-72-AD.

Applicability: Model 205A-1 helicopters with vertical fin spar cap, part number (P/N) 212-030-447-001 or -101, installed, and Model 205B helicopters with vertical fin spar cap, P/N 212-030-447-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the vertical fin (fin) spar, loss of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model 205A-1 helicopters with a fin spar cap (spar cap), P/N 212-030-447-001, installed, accomplish the following:

(1) Within 8 hours time-in-service (TIS), modify the vertical fin and visually inspect the fin spar for cracks in accordance with Part I (A1), paragraphs 1 through 4 of Bell Helicopter Textron, Inc. Alert Service Bulletin No. 205-98-70, Revision A, dated September 21, 1998 (ASB).

(i) If a crack is discovered on the fin spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(ii) After inspecting, apply MIL-PRF-81352 clear lacquer or an equivalent coating to the area where the paint and primer were removed. Spray, brush, or wipe on a protective coat of MIL-C-16173, Grade 2, or equivalent compound, over the clear lacquer or equivalent coating.

(iii) Install the inspection door, intermediate gearbox cover, and tail rotor driveshaft cover.

(2) After initially modifying and inspecting the fin, inspect the fin spar for cracks at intervals not to exceed 8 hours TIS as follows:

(i) Accomplish Part I (A2), paragraphs 1 through 3 of the ASB.

(ii) If a crack is discovered on the fin spar, replace the fin spar cap or spar assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) After inspecting, accomplish Part I (A2), paragraphs 5 and 6 of the ASB.

(3) Within 25 hours TIS, inspect and modify the fin assembly as follows:

(i) Accomplish Part II (C1), paragraph 1 of the ASB.

(ii) Remove the clip, part number (P/N) 212-030-099-091, and radius block, P/N 212-030-099-095, if existing. Remove the retainer, P/N 212-030-121-037, and sufficient rivets from the bottom row of the forward left-hand fin skin to allow trimming of the forward left-hand skin along the skin "cutline", approximately fin station 66.31 (see Figure 2 of the ASB).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drill or reamed hole, repairs must be performed and must be FAA approved before proceeding.

(iv) Accomplish Part II (C1), paragraphs 3, 4, and 6 in the ASB.

(v) If a crack is discovered on the fin spar, replace the fin spar cap or spar assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(vi) Accomplish Part II (C1), paragraphs 10 through 14 of the ASB.

(4) After initially modifying and dye-penetrant inspecting the fin spar, inspect the fin spar at intervals not to exceed 300 hours TIS as follows:

(i) Accomplish Part II (C2), paragraphs 1, 2, 3, 4, 5, and 7 of the ASB.

(ii) If a crack is discovered on the fin spar, replace the fin spar cap or spar assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) Accomplish Part II (C2), paragraphs 11 through 14 of the ASB.

(5) Within 12 calendar months, remove the left-hand fin spar cap, P/N 212-030-447-001. Replace it with an airworthy fin spar cap or spar assembly configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high-torque events and is approved by the Manager, Rotorcraft Standards Staff.

(6) Installation of a fin spar cap or assembly that has been approved by the Manager, Rotorcraft Standards Staff, constitutes terminating action for the requirements of this AD.

(b) For Model 205A-1, helicopters with a fin spar cap, P/N 212-030-447-101, installed, accomplish the following:

(1) Within 8 hours TIS, modify the vertical fin and visually inspect the fin spar for cracks in accordance with Part II (A1), paragraphs 1 through 5 of the ASB.

(i) If a crack is discovered on the fin spar, replace the fin spar cap or assembly with an airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(ii) After inspecting, apply MIL-PRF-81352 clear lacquer or an equivalent coating to the two lower rivet holes and on the surface where paint and primer were removed. Spray, brush, or wipe on a

protective coat of MIL-C-16173, Grade 2 or equivalent compound, over the clear lacquer or equivalent coating. To facilitate subsequent inspections, do not replace the two lower rivets (see Figure 2 of the ASB).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drill or reamed hole, repairs must be performed and must be FAA approved before proceeding.

(iv) Fasten the forward left-hand fin skin and the retainer, P/N 212-030-121-037, to the spar assembly using Hi-Loks and blind rivets as specified in Figure 2 of the ASB. Reinstall the clip and radius block, if existing, that were removed in accordance with paragraph 2 of Part II (A1) of the ASB.

(v) Refinish the reworked area.

(vi) Install the inspection door, intermediate gearbox cover, and tail rotor driveshaft cover.

(2) After initially modifying and inspecting the fin, inspect the fin spar for cracks at intervals not to exceed 8 hours TIS as follows:

(i) Accomplish Part II (A2), paragraphs 1 through 3 of the ASB.

(ii) If a crack is discovered on the fin spar, replace the fin spar cap or assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) After inspecting, accomplish Part II (A2), paragraphs 5 and 6, of the ASB.

(3) Within 25 hours TIS, modify and inspect the vertical fin as follows:

(i) Accomplish Part II (C1), paragraph 1 of the ASB.

(ii) Remove the clip, P/N 212-030-099-091, and radius block, P/N 212-030-099-095, if existing. Remove the retainer, P/N 212-030-121-037, and sufficient rivets from the bottom row of the forward left-hand fin skin to allow trimming of the forward left-hand fin skin along the skin "cutline", approximately fin station 66.31 (see Figure 2 of the ASB).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drill or reamed hole, repairs must be performed and must be FAA approved before proceeding.

(iv) Accomplish Part II (C1), paragraphs 3, 4, and 6 of the ASB.

(v) If a crack is discovered on the fin spar, replace the fin spar cap or assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(vi) Accomplish Part II (C1), paragraphs 10 through 14 of the ASB.

(4) After initially modifying and dye-penetrant inspecting the fin spar, inspect the fin spar at intervals not to exceed 300 hours TIS as follows:

(i) Accomplish Part II (C2), paragraphs 1 through 7 of the ASB.

(ii) If a crack is discovered on the fin spar, replace the fin spar cap or assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) Accomplish Part II (C2), paragraphs 11 through 14 of the ASB.

(5) Within 25 hours TIS, and thereafter at intervals not to exceed 300 hours TIS, inspect the fin spar as follows:

(i) Accomplish Part II (B), paragraphs 1 through 13 of the ASB.

(ii) Repair any disbonding discovered during the inspection before further flight.

(6) Within 12 calendar months, remove the left-hand fin spar cap, P/N 212-030-447-101. Replace it with an airworthy fin spar cap or spar assembly configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high-torque events, and is approved by the Manager, Rotorcraft Standards Staff.

(7) Installation of a fin spar that has been approved by the Manager, Rotorcraft Standards Staff, that satisfies the requirements of paragraph (b)(6) of this AD constitutes terminating action for the requirements of this AD.

(c) For Model 205B helicopters with a fin spar cap, P/N 212-030-447-101, installed, accomplish the following:

(1) Within 8 hours TIS, modify the fin and visually inspect the fin spar for cracks in accordance with Part I (A1), paragraphs 1 through 5 of Bell Helicopter Textron, Inc. Alert Service Bulletin No. 205B-98-26, Revision A, dated September 21, 1998 (205B ASB).

(i) If a crack is discovered on the fin spar, replace the fin spar cap or assembly with airworthy parts before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(ii) After inspecting, apply MIL-PRF-81352 clear lacquer or an equivalent coating to the two lower rivet holes and on the surface where paint and primer were removed. Spray, brush, or wipe on a protective coat of MIL-C-16173, Grade 2, or equivalent compound, over the clear lacquer. To facilitate subsequent inspections, do not replace the two lower rivets (see Figure 2 of the 205B ASB).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drill or reamed hole, repairs must be performed and must be FAA approved before proceeding.

(iv) Fasten the forward left-hand fin skin and the retainer, P/N 212-030-121-037, to the spar assembly using Hi-Loks and blind rivets as specified in Figure 2 of the 205B ASB. Reinstall the clip and radius block, if existing, removed in paragraph 2 of Part I (A1) of the 205B ASB.

(v) Install the inspection door, intermediate gearbox cover, and tail rotor driveshaft cover.

(2) After initially modifying and inspecting the fin, inspect the fin spar for cracks at intervals not to exceed 8 hours TIS as follows:

(i) Accomplish Part I (A2), paragraphs 1 through 3 of the 205B ASB.

(ii) If a crack is discovered on the spar, replace the fin spar cap or assembly with airworthy parts before further flight. Any corrosion or disbonding discovered during the inspection must be repaired before further flight.

(iii) After inspecting, accomplish Part I (A2), paragraphs 5 and 6 of the 205B ASB.

(3) Within 25 hours TIS, modify and inspect the fin as follows:

(i) Accomplish Part I (C1), paragraph 1 of the 205B ASB.

(ii) Remove the clip, P/N 212-030-099-091, and radius block, P/N 212-030-099-095, if existing. Remove the retainer, P/N 212-030-121-037, and sufficient rivets from the bottom row of the forward left-hand fin skin to allow trimming of the forward left-hand fin skin along the skin "cutline", approximately fin station 66.31 (see Figure 2 of the 205B ASB).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. If an existing edge distance will be less than 1.5 times the diameter of the drill or reamed hole, repairs must be performed and must be FAA approved before proceeding.

(iv) Accomplish Part I (C1), paragraphs 3, 4, and 6 in the 205B ASB.

(v) If a crack is discovered on the spar, replace the fin spar cap or assembly with airworthy parts before further flight. Any corrosion or disbonding discovered during the inspection must be repaired before further flight.

(vi) Accomplish Part I (C1), paragraphs 10 through 14 of the 205B ASB.

(4) After initially modifying and dye-penetrant inspecting the fin spar, inspect the fin spar at intervals not to exceed 300 hours TIS as follows:

(i) Accomplish Part I (C2), paragraphs 1, 2, 3, 4, 5, and 7 of the 205B ASB.

(ii) If a crack is discovered on the spar, replace the fin spar cap or assembly with airworthy parts before further flight. Any corrosion or disbonding discovered during the inspection must be repaired before further flight.

(iii) Accomplish Part I (C2), paragraphs 11 through 14 of the 205B ASB.

(5) Within 25 hours TIS, inspect the fin spar at intervals not to exceed 300 hours TIS as follows:

(i) Accomplish Part I (B), paragraphs 1 through 13 of the 205B ASB.

(ii) Any disbonding discovered during the inspection must be repaired before further flight.

(6) Within 12 calendar months, remove the left-hand fin spar cap, P/N 212-030-447-101. Replace it with an airworthy fin spar cap configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high-torque events and is approved by the Manager, Rotorcraft Standards Staff.

(7) Installation of a fin spar that satisfies the above requirements and has been approved by the Manager, Rotorcraft Standards Staff, constitutes a terminating action for the requirements of this AD.

(d) 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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through a FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

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

(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 helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on May 25, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-13998 Filed 6-2-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-32]

Proposed Modification of the Legal Description of the Class E Airspace; Cincinnati, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to modify the legal description of the Class E airspace at Cincinnati Municipal Airport Lunken Field, OH. The legal description for this airspace includes a reference to excluding that airspace within the Cincinnati/Northern Kentucky International Airport, KY, Class C airspace area. By Airspace Docket 93-AWA-5 this class C airspace designation is being revoked, and effective at 0901 UTC, July 15, 1999, a Class B airspace area for the Cincinnati/Northern Kentucky International Airport will be established. The reference to Class C airspace in the legal description for the Class E airspace at Cincinnati Municipal Airport Lunken Field will be invalid, and this action changes that reference to Class B airspace.

DATES: Comments must be received on or before July 12, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 99-AGL-32, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined

during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT:

Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

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 number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this proposal must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 99-AGL-32." The postcard will be date/time stamped and returned to the commenter. All communications received on or 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 comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, 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 NPRM's

Any person may obtain a copy of this Notice of Proposed rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the docket number of this NPRM. Persons