(a) Incorporate an ice detection system in accordance with the instructions in Mitsubishi MU–2 Service Bulletin (SB) No. 217, Revision B, dated November 7, 1996, and Test Instrumentation Inc. Document No. MU2–6005, dated September 28, 1997.

Note 2: The Rosemount ice detection probe (part number (P/N) 0871 HL1/HL2 or an FAA-approved equivalent part number) may be substituted for the Rosemount P/N 0871CT1 called out in Mitsubishi MU–2B SB No. 217, Revision B, dated November 7, 1996, and Test Instrumentation Inc. Document No. MU2–6005, dated September 28, 1997.

(b) Incorporate a pneumatic de-ice monitoring system in accordance with the instructions in Test Instrumentation, Inc. Document No. MU2–5001, Rev. E., dated May 21, 1997, and Mitsubishi MU–2 SB No. 232, dated July 2, 1997.

(c) Incorporate a trim-in-motion alerting system and an automatic autopilot disconnect system in accordance with the instructions in Test Instrumentation, Inc. Document No. MU2–1001, Rev. C, dated June 15, 1997, Test Instrumentation, Inc. Document No. MU2–4001, Rev. C, dated June 30, 1997, and Mitsubishi MU–2 SB No. 231, dated July 2, 1997.

(d) Incorporate an engine ignition unit replacement in accordance with the instructions in Mitsubishi MU–2B SB No. 074/74–001, dated October 9, 1991.

(e) Incorporate an auto-ignition (re-light) system in accordance with the instructions in Mitsubishi MU–2 SB No. 226B, Revision B, dated October 27, 1997.

(f) Fabricate a placard with the following words and install this placard within the pilot's clear view:

Prior to the first flight of the day, a negative torque sensing (NTS) check and a Propeller Feather Valve check must be performed in accordance with the Normal Checklist Procedures.

(g) Paragraph (f) of this AD can be accomplished by the owner/operator holding at least a private pilot certificate as authorized by section 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 section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(h) 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.

(i) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 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.

(j) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Mitsubishi Heavy Industries America, Inc., 15303 Dallas Parkway, suite 685, LB–77, Dallas, Texas; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on May 13, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–13517 Filed 5–20–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 91 and 150

[Docket No. 2923]

Compatible Land Use Planning Initiative

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments.

SUMMARY: The FAA is seeking new ideas regarding how the agency can better influence land use decisions around airports. Noise contours around airports will continue to shrink with the elimination of noisier Stage 2 airplanes by the year 2000. The FAA now seeks to develop a process that will better influence long-term land use planning and zoning around airports. This notice solicits suggestions about methods the FAA can use to encourage and help State and local governments achieve and maintain land use compatibility around airports.

DATES: Comments must be received on or before June 22, 1998.

ADDRESSES: Comments should be mailed in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC–200), Docket No. 29231, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the Rules Docket by using the following Internet address: 9-nprm-cmts@faa.dot.gov. Comments must be marked Docket No. 29231. Comments may be examined in the Rules Docket in Room 915G on weekdays between 8:30 a.m. and 5:00 p.m., except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Alan Trickey, Policy and Regulatory Division, AEE–300, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone, (202) 267–3496; facsimile, (202) 267–5594; email, alan.trickey@faa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

Aircraft noise is a serious problem for communities around airports. Federal, state and local governments have spent several billion dollars for the acquisition of land, soundproofing, changes in airport operations and airspace, and processing of complaints. The airline industry has expended billions more to acquire quieter aircraft that reduce noise exposure levels. Although this collective effort has resulted in significant progress, additional measures are needed to maintain current gains and prevent the development of new noncompatible land uses around airports.

The FAA has been actively engaged in measures to solve the problem of aircraft noise since the 1960's. Specifically, the FAA has issued regulations phasing out noisier airplanes. The noisiest Stage 1 airplanes were phased out of commercial operations in the United States by 1988. The current phaseout will eliminate large Stage 2 airplanes from operations in the contiguous United States by the year 2000. The FAA provides grants to airport operators willing to undertake noise abatement measures such as the purchase of land and soundproofing of residences.

Based on several studies, the FAA expects noise contours at most airports to continue to shrink for several years into the 21st century due to the elimination of noisier aircraft. After the completion of the Stage 2 phaseout by the year 2000, the FAA anticipates that these contours could begin to expand again at some airports primarily due to increases in operations. It is essential for local jurisdictions to plan ahead to maintain the land use compatibility already achieved near airports and to control land uses to prevent new noise-sensitive development within an agreed upon protection zone.

The U.S. Constitution, gives individual States the authority over land use, though such authority is often delegated to local governments. Some airports are operated by the state or municipal governments that have the power to achieve appropriate land use controls through zoning and other authorities. But even when governmental bodies are themselves airport operators, the noise effects of their airports often occur in areas outside their jurisdictions. Land use decisions generally reflect the needs of the community, which include but are

not limited to considerations of aviation noise.

The FAA is charged with the responsibility to maintain a safe and efficient national airspace system. The FAA fosters compatible land use planning both to facilitate access to airports commensurate with the demands of air commerce and to abate the aviation noise effects in the airport vicinity. Even though the Federal government lacks the authority to zone land, the FAA may use its influence to encourage compatible land use in the vicinity of an airport. The agency exerts this influence through airport development grant agreements, environmental review requirements, grants for airport noise compatibility planning, and educational instruments on compatible land use planning. The FAA has issued guidelines for land use compatibility around airports to assist those responsible for determining land use. These guidelines are primarily contained in 14 CFR Part 150 and related guidance.

In January 1995, an FAA-sponsored Study Group on Compatible land Use, which was composed of community, airport, and aviation representatives, produced a report with recommendations for Federal initiatives to promote compatible land use planning and controls around airports. The group's recommendations included the following concepts:

- Provide direct Federal funding through the Airport Improvement Program (AIP) to non-airport sponsors who have land use planning jurisdiction;
- Encourage cooperative agreements between airport sponsors and communities;
- Revise FAA regulations in Part 150 or supporting guidelines to recognize and publicize successful land use compatibility concepts, encourage more effective public participation and encourage innovative land-use control techniques;
- Strengthen the linkage between Part 150 noise compatibility programs and existing Federal programs that reinforce land use planning, such as Federal Housing Administration and Department of Veterans Affairs policies not to accept properties in high-noise areas for mortgage insurance.

The FAA has implemented portions of these recommendations. These ideas are presented here only to stimulate thought for addition ideas.

Request for Comments

The FAA is soliciting comments on any concepts that might serve to promote compatible land use planning by state and local authorities and to discourage development of noncompatible land uses around airports. The FAA is particularly interested in bold, innovative, and creative options that could be implemented quickly to discourage development of noncompatible land uses, as well as long-term solutions. Comments that provide a factual basis for the suggestions are particularly helpful. The more specific the suggestions for FAA action, the better. Ultimately, any process should achieve long-term cost avoidance for all levels of government.

The FAA will review information from public comments and other sources to identify methods that might assist State and local governments in achieving and maintaining land use compatibility around airports.Further action would depend on the nature and scope of the methods identified.

Communications should identify the notice docket number and be submitted in triplicate using one of the media specified in the **ADDRESSES** paragraph above. All communications will be filed in the docket. The docket is available for public inspection both before and after the closing date for receipt of comments.

The FAA will acknowledge receipt of a comment if the commenter includes a self-addressed, stamped postcard with the comment. The postcard should be marked ''Comments to Docket No. [29231].'' When the comment is received by the FAA, the postcard will be dated, time stamped, and returned to the commenter.

Issued in Washington, D.C. on May 15, 1998.

James D. Erickson,

Director of Environment and Energy.

[FR Doc. 98–13577 Filed 5–20–98; 8:45 am]

BILLING CODE 4910–13–M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1615 and 1616

Proposed Technical Changes; Standard for the Flammability of Children's Sleepwear: Sizes 0 Through 6X; Standard for the Flammability of Children's Sleepwear: Sizes 7 Through 14

AGENCY: Consumer Product Safety Commission.

ACTION: Proposed technical changes.

SUMMARY: The Commission proposes to amend the flammability standards for children's sleepwear in sizes 0 through 6X and 7 through 14 to make several technical changes that would correct the definition of ''tight-fitting garment.'' [1] The proposed changes will clarify the points where garment measurements should be made.

DATES: Written comments concerning this proposed amendment are due no later than August 4, 1998.

ADDRESSES: Comments should be mailed to the Office of the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207, telephone: (301) 504–0800 or delivered to the Office of the Secretary, room 501, 4330 East-West Highway, Bethesda, Maryland 20814. Comments should be submitted in five copies and captioned ''Sleepwear.'' Comments may also be filed by telefacsimile to (301) 504–0127 or by email to cpsc-os@cpsc.gov

FOR FURTHER INFORMATION CONTACT: Margaret Neily, Project Manager, Directorate for Engineering Sciences, Consumer Product Safety Commission, Washington, D.C. 20207; telephone (301) 504–0550, extension 2354.

SUPPLEMENTARY INFORMATION:

A. Background

In 1971, the Secretary of Commerce issued a flammability standard for children's sleepwear in sizes 0 through 6X, which became effective in 1972. That standard, issued under Section 4 of the Flammable Fabrics Act (''FFA''), 15 U.S.C. 1193, prescribes tests for children's sleepwear garments and fabrics intended for use in children's sleepwear. The flammability standard for children's sleepwear in sizes 0 through 6X is codified at 16 CFR Part 1615.

In 1973, responsibility for administration and enforcement of the FFA was transferred to the Consumer Product Safety Commission by provisions of section 30(b) of the Consumer Product Safety Act. 15 U.S.C. 2079(b). In 1974, the Commission issued a flammability standard for children's sleepwear in sizes 7 through 14, to become effective in 1975. The tests in that standard are substantially the same as those in the standard for children's sleepwear in sizes 0 through 6X. The flammability standard for children's sleepwear in sizes 7 through 14 is codified at 16 CFR Part 1616.

Both standards require that test specimens must self-extinguish when exposed to a small open-flame ignition source. Self-extinguishing fabrics and garments are those that stop burning when removed from an ignition source.

[1] The Commission voted to issue the proposed changes 2–0. Commissioners Mary Gall and Thomas Moore voted in favor of issuing the proposed rule. Chairman Ann Brown abstained.