

provisions must be through power level actuation, or alternatively, through other means provided the means (1) is located on or forward of the power levers, (2) is easily identified and operated under all operating conditions by either pilot with the hand that is normally used to actuate the power levers, and (3) meets the location, sense of motion, and accessibility requirements of § 25.777(a), (b), and (c).

4. The critical engine must be identified for the performance requirements of paragraphs 5 and 6 below, i.e., the performance must account for failure of a critical outboard engine with the ATCS (including autofeather) operating, or failure of the critical inboard engine to a feathered propeller condition, whichever is more adverse.

5. The performance must conservatively account for the failure of the critical engine at the critical point in the takeoff path. The effect of the ATCS thrust modulation on the gross and net takeoff paths must be modeled into the published performance data. The approved takeoff distance established in accordance with § 25.113 must account for the adverse effect of ATCS on thrust-to-weight ratio.

6. The one-engine-inoperative climb gradient requirements of § 25.121 must be met at the critical power operating condition for each climb segment. The most critical adverse effect of the ATCS on the thrust-to-weight ratio must be accounted for in establishing the climb limited weights for all ambient conditions within the approved envelope.

7. The determination of minimum control speeds must account for the critical failure mode (ATCS controlled outboard engine failure versus feathered propeller inboard engine failure) for directional controllability.

8. Any reduced takeoff power procedures must be shown compatible with operation of the ATCS and must not result in any reduction in the level of safety established for operation of the airplane with normal takeoff power settings and ATCS operating.

9. The ATCS must clearly indicate to the crew when it has been activated, and indicate that the output torque from the modulated engine is being adequately controlled by the ATCS.

Issued in Renton, Washington, on March 31, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 98-9211 Filed 4-7-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ASW-19]

#### Establishment of Class D Airspace: Fayetteville (Springdale), AR

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class D airspace extending upward from the surface to and including 3,800 feet mean sea level (MSL) within a 4.4-mile radius of the Northwest Arkansas Regional Airport at Fayetteville (Springdale), AR. An air traffic control tower will provide air traffic control services for pilots operating at Northwest Arkansas Regional Airport. The intended effect of this proposal is to provide adequate controlled airspace for aircraft operating in the vicinity of Northwest Arkansas Regional Airport, Fayetteville (Springdale), AR.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 5, 1997, a proposal to amend 14 CFR Part 71 to establish Class D airspace at Northwest Arkansas Regional Airport, Fayetteville (Springdale), AR, was published in the **Federal Register** (62 FR 64321). The proposal was to establish Class D airspaces, controlled airspace extending upward from the surface to and including 3,800 feet MSL, at Northwest Arkansas Regional Airport, Fayetteville (Springdale), AR. The Northwest Arkansas Regional Airport is a new airport and provides service to the Fayetteville, Springdale, and Rogers, AR, area. An air traffic control tower at the airport will provide air traffic control services for aircraft operating at the airport and the FAA anticipates that it will be commissioned on or about August 13, 1998. The intended effect of this proposal is to provide adequate Class D airspace for aircraft operating in the vicinity of Northwest Arkansas Regional Airport, Fayetteville (Springdale), AR.

Interested parties were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed. The coordinates for this airspace docket are based on North American Datum 83. Designated Class D airspace areas are published in Paragraph 5000 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be published subsequently in the order.

#### The Rule

This amendment to 14 CFR Part 71 establishes the Class D airspace located at Northwest Arkansas Regional Airport, Fayetteville (Springdale), AR, to provide Class D airspace extending upward from surface to and including 3,800 feet MSL within a 4.4-mile radius of the Northwest Arkansas Regional Airport at Fayetteville (Springdale), AR.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments to keep them operationally current. It, therefore (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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS [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]

12. 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 5000 Class D airspace areas.*

\* \* \* \* \*

**AWS AR D Fayetteville (Springdale), Northwest Arkansas Regional Airport, AR [New]**

Fayetteville (Springdale), Northwest Arkansas Regional Airport, AR  
(Lat. 36°18'55"N., long 094°18'25"W.)

That airspace extending upward from the surface to and including 3,800 feet MSL within a 4.4-mile radius of Northwest Arkansas Regional Airport.

This Class D airspace 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.

\* \* \* \* \*

Issued in Fort Worth, TX, on March 19, 1998.

**Albert L. Viselli,**  
*Acting Manager, Air Traffic Division,*  
*Southwest Region.*

[FR Doc. 98-9210 Filed 4-7-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF LABOR

### Occupational Safety and Health Administration

#### 29 CFR 1910 and 1926

#### Office of Management and Budget Control Numbers Under the Paperwork Reduction Act

**AGENCY:** Occupational Safety and Health Administration.

**ACTION:** Final rule.

**SUMMARY:** The Occupational Safety and Health Administration (OSHA) is announcing that the Office of Management and Budget (OMB) has

extended its approval for a number of information collection requirements in OSHA's health standards. OSHA sought approval under the Paperwork Reduction Act of 1995, and, as required by that Act, is announcing the approval numbers and expiration dates for those requirements. OSHA is also correcting the approval number for one collection and correcting the citation number for two collections.

**DATES:** This rule is effective April 8, 1998.

**FOR FURTHER INFORMATION CONTACT:** Adrian Corsey, Directorate of Health Standards Programs, Occupational Safety and Health Administration, U.S. Department of Labor, Room N3718, 200 Constitution Avenue, NW., Washington, DC 20210, telephone (202) 219-7075 extension 105.

**SUPPLEMENTARY INFORMATION:** The following chart lists the collections of information requirements in the health standards that have been approved by OMB recently.

OMB control No.	Standard citation	Standard	Expiration date
1218-0048 .....	1910.95	Noise .....	11/30/2000
1218-0065 .....	1910.1020	Access to Employee Exposure and Medical Records ..	11/30/2000
1218-0092 .....	1910.1025	Lead in General Industry .....	1/31/2001
1218-0103 .....	1910.1096	Ionizing Radiation .....	9/30/2000
1218-0133 .....	1910.1001	Asbestos in General Industry .....	1/31/2001
1218-0134 .....	1926.1101	Asbestos in Construction .....	12/31/2000
1218-0145 .....	1910.1048	Formaldehyde .....	11/30/2000
1218-0180 .....	1910.1030	Bloodborne Pathogens .....	11/30/2000
1218-0189 .....	1926.62	Lead in Construction .....	11/30/2000
1218-0195 .....	1915.1001	Asbestos in Shipyards .....	12/31/2000

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520), OSHA provided a period of public comment on all of the collections and submitted a request for OMB approval. OMB renewed its approval for the collections of information under their existing approval number as shown above. OSHA is also correcting two errors in its tables at § 1910.8 which lists OMB approval numbers for collections of information in the general industry and an error in the table in § 1926.5 which lists OMB approval numbers for collections of information in the construction industry. Specifically, § 1910.20 and § 1910.96 should be listed as § 1910.1020 and § 1910.1096, respectively, and the control number assigned to the collection at § 1926.1101 is 1218-0134. Under 5 CFR 1320.5(b), an Agency may not conduct or sponsor, and a person is not required to respond to a collection of information, unless the collection display's a valid OMB control number.

#### List of Subjects in 29 CFR Parts 1910 and 1926

Occupational safety and health, Reporting and recordkeeping requirements.

#### Authority and Signature

This document was prepared under the direction of Charles N. Jeffress, Assistant Secretary of Labor for Occupational Safety and Health, U.S. Department of Labor, 200 Constitution Avenue, NW., Washington, DC 20210.

Signed on the 31st day of March, 1998.

**Charles N. Jeffress,**  
*Assistant Secretary of Labor.*

Accordingly, the Occupational Safety and Health Administration amends 29 CFR parts 1910 and 1926 as set forth below.

#### PART 1910—[AMENDED]

1. The authority citation for Subpart A of part 1910 continues to read as follows:

**Authority:** Secs. 4, 6, 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Order No. 12-71 (36 FR 8754), 8-76 (41 FR 25059), 9-83 (48 FR 35736), 1-90 (55 FR 9033), or 6-96 (62 FR 111) as applicable.

Section 1910.7 and 1910.8 also issued under 29 CFR part 1911.

#### § 1910.8 [AMENDED]

2. In § 1910.8, the table is amended by removing 1910.20 and 1910.96 and adding the following entries in numerical order, to read as follows:

#### § 1910.8 OMB control numbers under the Paperwork Reduction Act.

* * * * *	
1910.1020 .....	1218-0065
1910.1096 .....	1218-0103
* * * * *	

#### PART 1926—[AMENDED]

1. The authority citation for Subpart A of part 1926 continues to read as follows: