

Since that NPRM was issued, the FAA has determined that all affected engines are in compliance with the proposed AD by having complied with GE SB 72-022, dated April 26, 1989. The SB was issued as a Category 3, Campaign Change, and GE recommended that this SB be done at the next shop visit. In addition, the FAA has determined that the affected parts are no longer eligible for installation, and therefore, the unsafe condition is not likely to exist or develop on other products of the same type design. Accordingly, the proposed rule is withdrawn.

Withdrawal of this notice of proposed rulemaking applies only to the NRPM, and does not prevent us from issuing another notice in the future, nor does it commit us to any course of action in the future.

This action is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979) because it only withdraws a notice of proposed rulemaking, and it is neither a proposed nor a final rule.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

The notice of proposed rulemaking, Docket No. 86-ANE-12-AD, published in the **Federal Register** on July 11, 1986 (51 FR 25208), is withdrawn.

Issued in Burlington, Massachusetts, on November 20, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-16207; Airspace Docket No. 03-ANM-10]

Proposed Revision of Class E Airspace: Polson, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposal would revise Class E airspace at Polson Airport, Polson, MT. The establishment of Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) makes this

proposal necessary. Class E airspace extending upward from 700 feet or more above the surface of the earth currently exists in support of Instrument Flight Rules (IFR) operations. This additional Class E airspace extending upward from 700 feet or more above the surface of the earth is necessary for the safety of IFR aircraft executing new RNAV (GPS) SIAPs at Polson Airport. Controlled airspace is developed where there is a requirement for IFR services, which includes transitioning to/from the terminal or en route environment at Polson Airport, Polson, MT.

DATES: Comments must be received by January 12, 2004.

ADDRESSES: Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number, FAA-2003-16207 Airspace Docket No. 03-ANM-10, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final dispositions in person in the Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone number 1 (800) 647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informed docket may also be examined during normal business hours at the Office of the Regional Air Traffic Division, Northwest Mountain Region, Federal Aviation Administration, Airspace Branch ANM-520, 1601 Lind Avenue, SW., Renton, WA 98055.

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 Docket No. FAA-2003-16207, Airspace Docket 03-ANM-10, and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit, with those

comments, a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2003-16207; Airspace Docket No. 03-ANM-10". The postcard will be date/time stamped and returned to the commenter.

Availability of NPRM

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA, 98055. Communications must identify both document numbers for this notice. Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedures.

The Proposal

This action amends title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Polson Airport, Polson, MT. The establishment of new RNAV (GPS) SIAPs at the Polson Airport makes this proposal necessary. Establishing Class E airspace extending upward from 700 feet or more above the surface of the earth is necessary to provide adequate controlled airspace for the safety of IFR RNAV operations at Polson Airport. Controlled airspace is developed where there is a requirement for IFR services, which includes transitioning to/from the terminal or en route environment at Polson Airport, Polson, MT.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9L dated September 16, 2003, and effective September 15, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not