

Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [gary.b.roach@faa.gov](mailto:gary.b.roach@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(3) Any AMOC approved previously in accordance with AD No. 2012-10-53, Amendment 39-17254 (77 FR 69558, November 20, 2012), is approved as an AMOC for the corresponding requirements in paragraph (f) of this AD.

#### (h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2012-0085R5, dated October 30, 2012. You may view the EASA AD in Docket No. FAA-2014-0034 on the Internet at <http://www.regulations.gov>.

#### (i) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

Issued in Fort Worth, Texas, on January 16, 2014.

**Lance T. Gant,**

*Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2014-01954 Filed 1-30-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2013-1008; Airspace Docket No. 13-AAL-8]

#### Proposed Revocation of Class E Airspace; Kwigillingok, AK

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to remove Class E airspace at Kwigillingok Airport, Kwigillingok, AK, due to the cancellation of the approaches. The FAA is proposing this action to enhance the management of aircraft operations within the National Airspace System.

**DATES:** Comments must be received on or before March 17, 2014.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE.,

Washington, DC 20590; telephone (202) 366-9826. You must identify FAA Docket No. FAA-2013-1008; Airspace Docket No. 13-AAL-8, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Richard Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4517.

#### 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 both docket numbers (FAA Docket No. FAA-2013-1008 and Airspace Docket No. 13-AAL-8) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

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 FAA Docket No. FAA-2013-1008 and Airspace Docket No. 13-AAL-8". 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 action may be changed in light of comments received. All comments submitted will be available for examination in the public docket 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

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking

documents can also be accessed through the FAA's Web page at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 1601 Lind Avenue SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

##### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by removing the Class E airspace extending upward from 700 and 1,200 feet above the surface at Kwigillingok Airport, Kwigillingok, AK. This action is necessary due to the cancellation of the Instrument Flight Rule approaches into the facility due to runway shortening.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.9X, dated August 7, 2013, and effective September 15, 2013, 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 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 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 proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities

under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106, describes the authority for the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would remove controlled airspace at Kwigillingok Airport, Kwigillingok, AK.

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 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]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013 is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AAL AK E5 Kwigillingok, AK [Removed]

Issued in Seattle, Washington, on January 17, 2014.

**Clark Desing,**

*Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2014–02040 Filed 1–30–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF COMMERCE

### Bureau of the Census

#### 15 CFR Part 30

[Docket Number: 131211999–3999–01]

#### Foreign Trade Regulations (FTR): Advanced Export Information (AEI) Pilot Program

**AGENCY:** Bureau of the Census, Commerce Department.

**ACTION:** Solicitation of Pilot Program Participants to Evaluate Potential Rulemaking Procedure.

**SUMMARY:** This document announces that the Bureau of the Census (U.S. Census Bureau), in cooperation with the U.S. Customs and Border Protection (CBP), is implementing a pilot program to evaluate a new filing option in the Automated Export System (AES). Specifically, the Advance Export Information (AEI) pilot is a voluntary program in which selected exporters agree to submit a limited set of Electronic Export Information (EEI) in accordance with existing filing deadlines followed by the full set of data elements submitted within five calendar days of the date of export. This notice provides a description of the AEI pilot, sets forth eligibility requirements for participation. If the AEI pilot is successful, we may discontinue the AES Post-Departure filing option and offer an AEI filing option.

**DATES:** Correspondence indicating interest in the AEI pilot will be accepted until April 1, 2014. The Census Bureau will notify applicants if they are accepted into the pilot. The notification will provide the date that the test environment will be available and further information about participation in the pilot. Approved pilot participants will then have 60 days after notification of acceptance to have their systems ready and able to transmit live AEI pilot data to the Automated Export System (AES).

**FOR FURTHER INFORMATION CONTACT:** Nick Orsini, Chief, Foreign Trade Division, U.S. Census Bureau, Room 6K032, Washington, DC 20233–6010, by phone

(301) 763–6959, by fax (301) 763–8835, or by email [nick.orsini@census.gov](mailto:nick.orsini@census.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Census Bureau is responsible for collecting, compiling, and publishing trade statistics for the United States under the provisions of Title 13, United States Code (U.S.C.), Chapter 9, Section 301. The Automated Export System (AES) is the primary instrument used for collecting export trade data. Through the AES, the Census Bureau collects Electronic Export Information (EEI), the electronic equivalent of the export data formerly collected on the Shipper's Export Declaration (SED), reported pursuant to Title 15, Code of Federal Regulations (CFR), Part 30. The EEI consists of data elements as set forth in 15 CFR 30.6 for an export shipment, and includes information, such as the exporter's identifying information, which includes name, address and identification number, and detailed information concerning the exported product. Other agencies use the EEI for the purpose of enforcing U.S. export laws and regulations.

Currently there are two AES filing options:

##### *AES Predeparture Filing*

All commodity information is filed electronically prior to departure as outlined in 15 CFR 30.4(b).

##### *AES Postdeparture Filing*

Postdeparture filing is available for approved United States Principal Party in Interest (USPPI) and provides for the electronic filing of the data elements for eligible shipments required by 15 CFR 30.6 no later than five calendar days from the date of exportation.

On August 15, 2003, the Census Bureau, in agreement with CBP, placed a moratorium on accepting new applications for Postdeparture filing due to an anticipated regulation change. The Census Bureau and CBP continued the moratorium on accepting new applications for the postdeparture program with the publication in the **Federal Register** of the revised regulations of March 14, 2013 (78 FR 16366). Though the moratorium continues, the Census Bureau and CBP have worked together to develop this pilot program to test the AEI approach, which is intended to replace the current postdeparture filing program. All exporters are eligible to apply for the AEI pilot program discussed in this notice.

Advanced export data are required in order for CBP and other agencies to