

May 31, 1995, as required by Schedule C, using fan rotor disk CSN on the effective date of this AD.

SCHEDULE C

Fan rotor disk CSN	Initial inspection schedule
Greater than 2,800.	Within 50 CIS after the effective date of this AD.
2,301 to 2,800 ..	Within 100 CIS after the effective date of this AD, or prior to 2,850 CSN, whichever occurs first.
2,300 or less	Prior to accumulating 2,400 CSN.

(6) For engines with P/N 3072816-3, inspect in accordance with the AI of AlliedSignal Inc. ASB No. TFE731-A72-3445, Revision 2, dated May 31, 1995, as required by Schedule D, using fan rotor disk CSN on the effective date of this AD.

SCHEDULE D

Fan rotor disk CSN	Initial inspection schedule
Greater than 2,200.	Within 200 CIS after the effective date of this AD.
2,200 or less	Prior to accumulating 2,400 CSN.

(7) For engines with P/N 3072162-1, -2, -3, and -4, P/N 3073436-1, -2, -3, and -4, thereafter inspect in accordance with the AI of AlliedSignal Inc. ASB No. TFE731-A72-

3432, Revision 5, dated May 31, 1995, at every Major Periodic Inspection (MPI), as defined in the applicable engine maintenance manual, or prior to accumulating 1,300 CIS since last eddy current inspection, whichever occurs first.

(8) For engines with P/N's 3072162-5, 3073436-5, 3073539-(All), and 3074529-(All), where (All) denotes any dash number, thereafter inspect in accordance with the AI of AlliedSignal Inc. ASB No. TFE731-A72-3432, Revision 5, dated May 31, 1995, as required by Schedule E.

SCHEDULE E

Fan rotor disk CIS since previous eddy current inspection	Repetitive inspection schedule
Greater than 1,100.	Within 200 CIS after the effective date of this AD.
1,100 or less	Every engine MPI or prior to accumulating 1,300 CIS since last eddy current inspection, whichever occurs first.

(9) For engines with P/N 3072816-1, -2, and -3, thereafter inspect in accordance with the AI of AlliedSignal Inc. ASB No. TFE731-A72-3445, Revision 2, dated May 31, 1995, as required by Schedule F.

SCHEDULE F

Fan rotor disk CIS since previous eddy current inspection	Repetitive inspection schedule
Greater than 1,100.	Within 200 CIS after the effective date of this AD.
1,100 or less	Every engine MPI or prior to accumulating 1,300 CIS since last eddy current inspection, whichever occurs first.

(b) 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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(c) 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 aircraft to a location where the requirements of this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total pages: 16.	1-16	Original	April 11, 1991.
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total pages: 22.	1-22	1	April 30, 1991.
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total pages: 20.	1-20	2	June 3, 1991.
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total pages: 22.	1-22	3	October 17, 1991.
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total pages: 16.	1-16	4	August 6, 1993.
Allied-Signal Inc., ASB No. TFE731-A72-3432 Total Pages: 14.	1-14	5	May 31, 1995.
Allied-Signal Inc., ASB No. TFE731-A72-3445 Total Pages: 14.	1-14	2	May 31, 1995.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Allied-Signal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on April 2, 1996.

Issued in Burlington, Massachusetts, on February 26, 1996.

Jay J. Pardee,

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

[FR Doc. 96-6450 Filed 3-15-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANM-29]

Amendment to Class D and Class E Airspace; Hailey, Idaho

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Hailey, Idaho, Class D and Class E airspace to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP)

to the Friedman Memorial Airport, Hailey, Idaho.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT:

James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 95-ANM-29, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On January 29, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class D and Class E airspace at Hailey, Idaho, to accommodate a new GPS SIAP to the Friedman Memorial Airport (61 FR 2731). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace areas extending upward from the surface, and Class E airspace areas extending upward from 700 feet or more above the surface of the earth, are published in paragraph 5000 and paragraph 6005, respectively, of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class D and Class E airspace at Hailey, Idaho. The FAA has determined that this regulation only involves an established body of technical regulations of which frequent and routine amendments are necessary 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 FAA amends 14 CFR part 71 as follows:

PART 71—[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; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 5000 Class D airspace
* * * * *

ANM ID D Hailey, ID [Revised]

Friedman Memorial Airport, Hailey, ID
(lat. 43°30'17" N, long. 114°17'48" W)

That airspace extending upward from the surface to and including 7,800 feet MSL within a 4.1-mile radius of the Friedman Memorial Airport, and that airspace within 1.8 miles each side of the 159° bearing from the airport, extending from the 4.1-mile radius to 6 miles southeast of the airport. This Class D airspace area is effective during the specified 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.

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Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth
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ANM ID E5 Hailey, ID [Revised]

Friedman Memorial Airport, Hailey, ID
(lat. 43°30'17" N, long. 114°17'48" W)
M-SUN MLS
(lat. 43°30'02" N, long. 114°17'37" W)

That airspace extending upward from 700 feet above the surface within 1.8 miles each side of the M-SUN MLS 328° azimuth, from 7.4 miles northwest to 4.3 miles southeast of the M-SUN MLS, and 1.8 miles each side of the 159° bearing from the airport, extending from the airport to 7.6 miles southeast of the airport, that airspace extending upward from 1,200 feet above the surface, within 3.5 miles each side of the M-SUN MLS 328° azimuth, from 15.7 miles northwest to the M-SUN MLS, and that airspace from lat. 43°36'00" N, long. 114°27'03" W, thence eastbound to lat. 43°36'00" N, long. 114°00'03" W, thence southbound to lat. 43°17'30" N, long. 114°00'03" W, thence westbound to lat. 43°17'30" N, long. 114°27'03" W, thence northbound to the point of beginning;

excluding that airspace overlying V-231 on the east side and V-500 on the south side.

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Issued in Seattle, Washington, on March 5, 1996.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 96-6370 Filed 3-15-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AAL-1]

Establishment and Alteration of Class E Airspace; Fort Yukon, AK

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class E2 airspace and amends the Class E5 airspace area at Fort Yukon, AK, to provide controlled airspace for aircraft executing the Standard Instrument Approach Procedure (SIAP) at the Fort Yukon Airport. The area will be depicted on aeronautical charts.

EFFECTIVE DATE: 0901 UTC, July 18, 1996.

FOR FURTHER INFORMATION CONTACT:

Robert C. Durand, AAL-531, 222 West 7th Avenue #14, Anchorage, AK 99513-7587; telephone: (907) 271-5898.

SUPPLEMENTARY INFORMATION:

History

On May 12, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E2 surface area and revising the Class E5 airspace at Fort Yukon, AK (60 FR 30027). This action will provide controlled airspace for Instrument Flight Rules (IFR) procedures at the Fort Yukon Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for surface areas of an airport are published in paragraph 6002 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations