

proposed AD on U.S. operators is estimated to be \$404,160, or \$960 per airplane.

The FAA estimates that 208 Model 747 series airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 48 work hours per airplane (24 fuses per airplane; 2 work hours per fuse) to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts that are modified by the vendor would be provided at no cost to operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$599,040, or \$2,880 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Boeing: Docket 96-NM-36-AD.

Applicability: Model 737-100 and -200 series airplanes, as identified in Boeing Service Letter 737-SL-29-21, dated December 16, 1982; and Model 747-100, -200, -300, and -SP series airplanes, as identified in Boeing Service Letter 747-SL-32-19, dated January 16, 1980; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the hydraulic fuse, which could result in the failure of one or more hydraulic systems and resultant reduced controllability of the airplane, accomplish the following:

(a) For Model 737-100 and -200 series airplanes: Within 3,000 flight hours after the effective date of this AD, replace Waterman hydraulic fuse assemblies, having Waterman part number (P/N) G838-8-40, G838-8-60, or G838-8-160, with modified assemblies having P/N G8381-8-40, G8381-8-60, or G8381-8-160, respectively; or with a Pneudraulics fuse specified in Boeing Service Letter 737-SL-29-21, dated December 16, 1982. Accomplish the replacement in accordance with the service letter.

Note 2: The Boeing service letter references Imperial Clevite, Inc., Service Bulletins G838-80-4, G838-80-5, and G838-80-6, all dated April 15, 1982, as additional sources of service information for accomplishment of the replacement.

(b) For Model 747-100, -200, -300, and -SP series airplanes: Within 3,000 flight hours after the effective date of this AD, replace Waterman hydraulic fuse assemblies, having Waterman P/N G905-120, with Pneudraulics assemblies having Pneudraulics P/N 6105, in accordance with Boeing Service Letter 747-SL-32-19, dated January 16, 1980.

(c) As of the effective date of this AD, no person shall install on any airplane Waterman hydraulic fuse assemblies having

Waterman P/N G838-8-40, G838-8-60, G838-8-160, or G905-120 on any airplane.

(d) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) 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.

Issued in Renton, Washington, on April 24, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-10622 Filed 4-29-96; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 96-AEA-04]

Proposed Establishment of Class E Airspace; Mitchellville, MD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would establish Class E Airspace at Mitchellville, MD. A Very High Frequency Omni-Directional Range (VOR) standard instrument approach procedure (SIAP) has been developed for Runway (RWY) 36 at Freeway Airport, Mitchellville, MD. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations to the airport. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before May 30, 1996.

ADDRESSES: Send comments on the proposed rule in triplicate to: Manager, System Management Branch, AEA-530, Docket No. 96-AEA-04 FAA Eastern Region, Federal Building #111 John F. Kennedy Int'l Airport, Jamaica, NY 11430.

The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, FAA Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430.

An informal docket may also be examined during normal business hours in the System Management Branch, AEA-530, FAA Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430.

FOR FURTHER INFORMATION CONTACT: Mr. Francis T. Jordan, Jr., Airspace Specialist, System Management Branch, AEA-530, FAA Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430; telephone (718) 553-4521.

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 the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-AEA-04". 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 notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with the FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Office of the Assistant Chief Counsel, AEA-7 FAA Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430. Communications must identify the notice number of this NPRM. Persons

interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace extending upward from 700 feet above the surface at Mitchellville, MD. A VOR/DME RWY 36 SIAP has been developed for Freeway Airport. Additional controlled airspace extending upward from 700 feet above the surface is needed to accommodate this SIAP and for IFR operations at the airport. The area would be depicted on appropriate aeronautical charts. Class E airspace designations for airspace extending upward from 700 feet above the surface 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 designation listed in this document would be published subsequently in the 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 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 would only affect air traffic procedures and air navigation, it is certified that this proposed rule would 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 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, dated August 17, 1995, and effective September 16, 1994, is proposed to be amended as follows:

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

* * * * *

AEA MD E5 Mitchellville, MD [New]

Freeway Airport, MD

(Lat. 38°56'45" N, long. 76°46'19" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Freeway Airport.

* * * * *

Issued in Jamaica, New York, on April 12, 1996.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 96-10671 Filed 4-29-96; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 96-AEA-05]

Proposed Amendment to Class E Airspace; Martinsville, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Martinsville, VA. The development of a new Standard Instrument Approach Procedure (SIAP) at Blue Ridge Airport based on the Global Positioning System has made this proposal necessary. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

DATES: Comments must be received on or before June 5, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, AEA-530, Docket No. 96-AEA-05 F.A.A. Eastern Region, Federal Building #111, John F. Kennedy Int'l Airport Jamaica, NY 11430

The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430

An informal docket may also be examined during normal business hours in the System Management Branch,