

(1) If all clearances are within the limits specified in the service bulletin, and no damage is found: No further action is required by this AD.

(2) If the clearance for the flaps controls is outside the limits specified in the service bulletin: Prior to further flight, accomplish Modification SB 27-168-253705B in accordance with the service bulletin.

(3) If the clearance for the airbrakes controls is outside the limits specified in the service bulletin: Prior to further flight, repair in accordance with the service bulletin.

(4) If any cable is found to be damaged, and the damage exceeds the limits defined in Chapter 20-10-31 of the Airplane Maintenance Manual: Prior to further flight, replace the damaged cable with a new cable in accordance with the service bulletin.

(5) If any turnbuckle, keel subframe, or polythene strip is found to be damaged: Prior to further flight, repair in accordance with a method approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(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, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with Hawker Service Bulletin SB.27-168, dated July 17, 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on July 9, 1996.

Issued in Renton, Washington, on May 23, 1996.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 96-13610 Filed 6-3-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ASW-24]

Revision of Class E Airspace; Mena, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Mena, AR. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 17 at Mena Intermountain Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 17 at Mena Intermountain Municipal Airport, Mena, AR.

EFFECTIVE DATE: 0901 u.t.c., August 15 1996.

FOR FURTHER INFORMATION CONTACT: Chuck Frankenfield, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5591.

SUPPLEMENTARY INFORMATION:

History

On January 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Mena, AR, was published in the Federal Register (61 FR 1871). A GPS SIAP to RWY 17 developed for Mena Intermountain Municipal Airport, Mena, AR, requires the revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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 will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace located at Mena Intermountain Municipal Airport, Mena, AR, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 17.

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—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 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 6005: Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.

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ASW AR E5 Mena, AR [Revised]
Mena Intermountain Municipal Airport, AR
(Lat. 34°32'55" N., long. 94°12'29" W.)
Mena RBN

(Lat. 34°32'55" N., long. 94°12'36" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Mena Intermountain Municipal Airport and within 8 miles south and 4 miles north of the 086° radial from the Mena RBN extending from the 6.9-mile radius to 16 miles east of the RBN and within 2 miles each side of the 001° bearing from the airport extending from the 6.9-mile radius to 12.6 miles north of the airport.

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Issued in Fort Worth, TX, on May 15, 1996.
Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*
[FR Doc. 96-13943 Filed 6-3-96; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-30]

Revision of Class E Airspace; Dumas, TX

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Dumas, TX. The development of a Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 19 at Moore County Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GP SIAP to RWY 19 at Moore County Airport, Dumas, TX.

EFFECTIVE DATE: 0901 u.t.c., August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On January 31, 1996, a proposal to amend part 71 of the Federal Aviation Regulation (14 CFR part 71) to revise the Class E airspace at Dumas, TX, was published in the Federal Register (61 FR 3357). A GPS SIAP to RWY 19 developed for Moore County Airport, Dumas, TX, requires the revision of Class E airspace at this airport. The proposal was to revise controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while

transitioning between the enroute and terminal environments.

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. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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 will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the Class E airspace located at Dumas, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the GPS SIAP to RWY 19 at Moore County Airport.

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—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 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 6005: Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.

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ASW TX E5 Dumas, TX [Revised]

Dumas, Moore County Airport, TX
(Lat. 35°51'28" N., long. 102°00'48" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport, and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport.

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Issued in Fort Worth, TX, on May 15, 1996.
Albert L. Viselli,
*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 96-13941 Filed 6-3-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASW-29]

Revision of Class E Airspace; Brownfield, TX

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Brownfield, TX. The development of a Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway (RWY) 02 at Terry County Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the GPS SIAP to RWY 02 at Terry County Airport, Brownfield, TX.
EFFECTIVE DATE: 0901 u.t.c., August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On January 31, 1996, a proposal to amend part 71 of the Federal Aviation