

## 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, and 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-1055 (35 FR 12532, August 6, 1970), and Amendment 39-672 (33 FR 15543, October 19, 1968), and by adding a new airworthiness directive (AD), to read as follows:

Schweizer Aircraft Corporation and Hughes Helicopters, Inc.: Docket No. 94-SW-17-AD. Supersedes AD 68-21-05, Amendment 39-1055 and Amendment 39-672.

**Applicability:** Model 269A helicopters, serial numbers (S/N) 0011 through 1109, Model 269A-1 helicopters, S/N 0001 through 0041, Model 269B, S/N 0001 through 0444, and Model TH-55A, with main rotor thrust bearing, part number (P/N) 269A5050-50, -51 or -73, installed, certified in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required within 25 hours time-in-service (TIS) after the effective date of this AD, unless accomplished previously. To prevent failure of the main rotor thrust bearing, loss of the main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) From available helicopter records, determine the TIS of the appropriate main rotor thrust bearing (bearing), part number (P/N) 269A5050-50, 269A5050-51, or 269A5050-73.

(1) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 300

hours TIS, replace the bearing before further flight.

(2) If the TIS on the bearing, P/N 269A5050-50 or -51, equals or exceeds 275 hours TIS, retire the bearing from service within 25 hours TIS after the effective date of this AD.

(b) Inspect bearing, P/N 269A5050-50 or -51, for rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste in accordance with Step II, paragraph b of Schweizer Service Notice (SSN) No. N-59, dated October 9, 1968.

(1) If bearing rotational roughness, corrosion, inadequate lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, replace the bearing with an airworthy bearing.

(2) If no bearing rotational roughness, corrosion, lack of lubrication, physical damage, moisture or inadequate drainage due to build-up of zinc chromate paste is found, thereafter, inspect the bearing in accordance with this paragraph upon attaining an additional 150 hours TIS.

(3) For replacement bearings, inspect in accordance with this paragraph upon attaining 150 hours TIS, unless the bearing reaches its 300 hour TIS retirement life limit prior to this inspection.

(c) For bearing, P/N 269A5050-73:

(1) Inspect the bearing for corrosion, rust, freedom of rotation, looseness, binding, nicks, burrs, cracks and lubrication. Thereafter, inspect the bearing at intervals not to exceed 600 hours TIS.

(2) As necessary, repack the bearing cavity in accordance with Schweizer Aircraft Corporation CKP-C-41 "Installation Instructions For 269 Series Helicopters, SA-269K-057-1 Main Rotor Thrust Bearing Kit," dated June 9, 1994.

(d) This AD establishes a retirement life of 300 hours TIS for bearings, P/Ns 269A5050-50 and -51 and a retirement life of 3,000 hours TIS for bearing, P/N 2695050-73. However, bearings, P/Ns 269A5050-50 and -51, with at least 275 hours TIS but less than 300 hours TIS on the effective date of this AD, need not be retired until or before the accumulation of an additional 25 hours TIS after the effective date of this AD.

(e) Inspect the thrust bearing nut (nut), P/N 269A1306-5, for corrosion and physical damage and determine whether the nut has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(1) If corrosion or physical damage is found, replace the nut with an airworthy nut that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the nut has not been modified, modify the nut in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(f) Inspect the interior of the main rotor mast (mast) for corrosion, physical damage, foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste and determine whether the mast has been modified in accordance with Step II of SSN No. N-59, dated October 9, 1968 to install a drain hole.

(1) If corrosion or physical damage is found, replace the mast with an airworthy mast that has been modified in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(2) If the interior of the mast has foreign materials, moisture or inadequate drainage due to a buildup of zinc chromate paste, clean the area with a suitable solvent in accordance with Step II of SSN No. N-59, dated October 9, 1968.

(3) If the mast has not been modified, modify the mast in accordance with Step III of SSN No. N-59, dated October 9, 1968.

(g) 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, New York Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(h) 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 helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on June 6, 1996.

Larry M. Kelly,

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

[FR Doc. 96-15214 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-ASO-22]

### Proposed Establishment of VOR Federal Airways V-603 and V-605; SC

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule would establish two Federal Airways, V-603 from Pulaski, VA, to Columbia, SC, and V-605 from Holston Mountain, TN, to Spartanburg, SC. Establishing new airways would expedite the flow of air traffic and reduce the workload for the pilot and controller.

**DATES:** Comments must be received on or before July 29, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ASO-500, Docket No. 95-ASO-22, Federal Aviation Administration, P.O. Box 20636, Atlanta, GA 30320.

The official docket may be examined in the Rules Docket, Office of the Chief

Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

**FOR FURTHER INFORMATION CONTACT:**

Patricia P. Crawford, Airspace and Rules Division, ATA-400 Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**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. 95-ASO-22." 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 FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRM's**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, Attention: Airspace and Rules Division, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should contact the Federal Aviation Administration, Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

**The Proposal**

The FAA is proposing to amend 14 CFR part 71 by establishing two Federal Airways, V-603 from Pulaski, VA, to Columbia, SC, and V-605 from Holston Mountain, TN, to Spartanburg, SC. Presently, aircraft transitioning through the terminal airspace at Charlotte/Douglas International Airport operating at or below 12,500 feet are being radar vectored west of that airport to provide for a safe and efficient operation. Establishing V-603 and V-605 would provide a published route through the Charlotte terminal airspace, expedite the flow of air traffic, and reduce the workload for pilots and controllers. Domestic Very High Frequency Omnidirectional Range Federal airways are published in paragraph 6010(a) 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 airways 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. 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, when promulgated, 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).

**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 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 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

**V-603 [New]**

From Pulaski, VA; Barretts Mountain, NC; INT Barretts Mountain 183°T(189°M) and Columbia, SC, 350°T(352°M) radials; to Columbia.

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**V-605 [New]**

From Holston Mountain, TN; INT Holston Mountain 171°(175°M) and Spartanburg, SC, 358°T(360°M) radials to Spartanburg.

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Issued in Washington, DC, on June 5, 1996.

Harold W. Becker,

*Acting Program Director for Air Traffic, Airspace Management.*

[FR Doc. 96-15213 Filed 6-14-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Parts 121 and 135**

**[Docket No. 28586; Notice No. 96-5]**

**RIN 2120-AE81**

**Air Traffic Control Radar Beacon System and Mode S Transponder Requirements in the National Airspace System**

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

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

**SUMMARY:** This document contains a correction to the NPRM published in the Federal Register on May 23, 1996 (61 FR 26036). The NPRM proposes to rescind the Mode S transponder requirement for all aircraft operations under part 135 and certain aircraft operations under part 121 of Title 14, Code of Federal Regulations.

**DATES:** Comments must be received on or before July 22, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel V. Meier Jr., (202) 267-3749.

Correction of Publication: In the NPRM document (FR Doc. 96-13030) on