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SUPPLEMENTARY INFORMATION: On June 3, 1996, the FAA issued AD 96-12-20, amendment 39-9663; (61 FR 29279, June 10, 1996), to require visual inspections to detect loose, missing, or deformed fasteners in the upper truss mounts of certain engines, inspections to detect cracking in the associated tangs, and replacement of cracked parts. That AD also requires repetitive ultrasonic inspections of the upper tang and replacement of cracked parts. Additionally, that AD provides an optional terminating action for the repetitive inspections.

As published, paragraph (d)(2) of that AD refers to "truss mounts in the No. 1 outboard engine" and refers to "truss mounts of the No. 4 inboard engine." However, the correct references should have been to "outboard truss mounts of the No. 1 engine" and "inboard truss mounts of the No. 4 engine." In all other respects, as well as in other references to these items in the AD, the originally-issued AD is correct.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains July 15, 1996.

Accordingly, the final rule document (FR Doc. 96-14383), which was published on June 10, 1996, at 61 FR 29279, is corrected as follows:

Sec. 39.13 [Corrected]

On page 29282, in the first column, the text of paragraph (d)(2) of AD 96-12-20, amendment 39-9663, is corrected to read as follows:

* * * * *

(d) * * *

(1) * * *

(2) Replace the truss mount assembly with part number 360013-31 or subsequent (for the outboard truss mounts of the No. 1 engine), or part number 360017-31 or subsequent (for the inboard truss mounts of the No. 4 engine), as applicable, in accordance with SMP 583. Such replacement constitutes terminating action for the requirements of this AD.

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Issued in Renton, Washington, on August 9, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-20872 Filed 8-15-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 73

[Airspace Docket No. 96-ASW-16]

RIN 2120-AA66

Changes to Restricted Areas R-6302A, B, C, D, and E, Fort Hood, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the internal boundary of Restricted Area 6302 (R-6302), Fort Hood, Texas (TX). Specifically, subareas R-6302C and R-6302D are realigned to better accommodate training requirements while simultaneously providing airspace for instrument approaches to Runway 15, Gray Army Air Field (AAF), TX. Additionally, the using agency for all subareas of R-6302 will be standardized to read: "U.S. Army, Commander, III Corps, Fort Hood, TX." **EFFECTIVE DATE:** 0901 UTC, October 10, 1996.

FOR FURTHER INFORMATION CONTACT: Steve Brown, 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:

Background

In the early 1960's, R-6302 was established as a gunnery range for the U.S. Army. Since its establishment, many refinements have been made to the restricted area to reflect changing requirements as well as administrative changes. The latest refinement occurred on July 20, 1995, when the FAA published a final rule (60 FR 37331), redefining the vertical limits of R-6302B and the horizontal limits of R-6302E. These changes, effective September 14, 1995, were instituted as part of the Dallas/Fort Worth Metroplex Plan.

As a result of a recent review of R-6302 airspace, the U.S. Army requested that the FAA take action to change the boundary separating two subareas in R-6302 to enhance traffic management and increase the efficiency of the airspace contained in R-6302. Currently, participating aircraft operating within R-6302D also use R-6302C; however, only the northwest corner of R-6302C is normally used for this training. When R-6302C is active, aircraft cannot conduct instrument approaches to Runway 15 at Gray AAF because the airspace contained in R-6302C is required for the approach. This action incorporates the northwestern corner of

R-6302C into R-6302D, allowing both military training in R-6302D and sufficient airspace for instrument approaches to Gray AAF to occur simultaneously. Additionally, the U.S. Army requested that the using agency for R-6302 be changed to reflect the current chain-of-command at Fort Hood, TX.

The Rule

This rule amends Title 14 of the Code of Federal Regulations part 73 (14 CFR part 73) by redefining the boundary separating R-6302C and R-6302D to enable more efficient use of airspace. Additionally, the using agency for all subareas of R-6302 will read: "U.S. Army, Commander, III Corps, Fort Hood, TX."

Since this action simply redefines the subdivision of an existing restricted area and amends the published using agency, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary because this action is a minor technical amendment in which the public would not be particularly interested. This amendment will not change the external boundary of, or activities within, R-6302. The coordinates for this airspace docket are based on North American Datum 83. Section 73.63 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 29, 1995.

The FAA has determined that this 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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This action redefines the internal boundary separating R-6302C and R-6302D to enable more efficient use of airspace, and amends the published using agency. There are no changes to air traffic control procedures or routes as a result of this action. Additionally, this action does not change the external boundary of, or the activities conducted within, the restricted airspace.

Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—[AMENDED]

1. The authority citation for part 73 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.

§ 73.63 [Amended]

2. Section 73.63 is amended as follows:

R-6302A Fort Hood, TX [Amended]

By removing the current using agency and substituting the following: Using agency. U.S. Army, Commander, III Corps, Fort Hood, TX.

R-6302B Fort Hood, TX [Amended]

By removing the current using agency and substituting the following: Using agency. U.S. Army, Commander, III Corps, Fort Hood, TX.

R-6302C Fort Hood, TX [Amended]

By removing the current boundaries and using agency and substituting the following:

Boundaries. Beginning at lat. 31°09'01"N., long. 97°45'01"W.; to lat. 31°09'01"N., long. 97°55'01"W.; to lat. 31°16'01"N., long. 97°54'01"W.; to lat. 31°14'15"N., long. 97°50'33"W.; to lat. 31°10'01"N., long. 97°48'01"W.; to the point of beginning.

Using agency. U.S. Army, Commander, III Corps, Fort Hood, TX.

R-6302D, Fort Hood, TX [Amended]

By removing the current boundaries and using agency and substituting the following:

Boundaries. Beginning at lat. 31°14'15"N., long. 97°50'33"W.; to lat. 31°16'01"N., long. 97°54'01"W.; to lat. 31°19'01"N., long. 97°51'01"W.; to lat. 31°24'01"N., long. 97°48'01"W.; to lat. 31°23'01"N., long. 97°43'01"W.; to lat. 31°22'08"N., long. 97°41'56"W.; to lat. 31°22'09"N., long. 97°43'27"W.; to lat. 31°20'00"N., long. 97°45'23"W.; to lat. 31°18'23"N., long. 97°45'43"W.; to lat. 31°18'25"N., long. 97°48'48"W.; to the point of beginning.

Using agency. U.S. Army, Commander, III Corps, Fort Hood, TX. R-6302E, Fort Hood, TX [Amended]

By removing the current using agency and substituting the following:

Using agency. U.S. Army, Commander, III Corps, Fort Hood, TX.

Issued in Washington, DC, on August 8, 1996.

Jeff Griffith,

Program Director for Air Traffic Airspace Management.

[FR Doc. 96-20970 Filed 8-15-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 97

[Docket No. 28659; Amdt. No. 1747]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by references approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. The SIAPs contained in this amendment are based on the criteria contained in the United States Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the