

(b) If any crack is found during any inspection required by this AD, prior to further flight, repair or replace the cracked part or area, as applicable, in accordance with the Nomad Structural Repair Manual, Chapter 55-10-11. Those cracked areas that can be repaired and those cracked areas that must be replaced are defined in Nomad SB NMD-55-34, dated April 22, 1996, and the Nomad Structural Repair Manual, Chapter 55-10-11.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles ACO, 3960 Paramount Boulevard., Lakewood, California 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on December 2, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-31268 Filed 12-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-35-AD]

RIN 2120-AA64

Airworthiness Directives; Glasflugel Models Standard Libelle and Standard Libelle 201 B Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Glasflugel Models Standard Libelle and Standard Libelle 201 B sailplanes. The proposed action would require inspecting the aileron operating lever actuating shaft welded seams for cracks and modifying or replacing the

actuating shaft if cracked. Cracks found in the welded seams of the actuating shaft prompted the proposed action. The actions specified by the proposed AD are intended to prevent cracks in the aileron operating lever's actuating shaft welded seams, which, if not detected and corrected, could cause loss of control of the sailplane.

DATES: Comments must be received on or before February 12, 1997.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-35-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD is available from Glasflugel, c/o H. Streifeneder, Glasfaser-Flugzeug Service GmbH, Hofener Weg, D-72582 Grabenstetten, Germany. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, Sailplanes, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932, facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-35-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-35-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Events Leading to the Proposed Action

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain Glasflugel Models Standard Libelle and Standard Libelle 201 B sailplanes. The LBA has received reports of cracks developing in the aileron operating lever's welded seams. These are fatigue cracks that are occurring because of the adverse loading that takes place during the rigging and derigging operation, if the aileron control has not first been disconnected. This condition, if not detected and corrected, could result in the aileron operating lever breaking, causing total loss of aileron control.

Glasflugel has issued Glasfaser-Flugzeug-Service GmbH Technical Note (TN) 201-33, dated March 4, 1996, which specifies procedures for inspecting for cracks, and repairing and modifying the aileron operating lever's welded seams, or replacing the lever with a new reinforced part.

The LBA classified this technical note as mandatory and issued AD LTA-Nr.: 96-116, dated March 18, 1996, in order to ensure the continued airworthiness of these sailplanes in Germany.

Explanation of the Provisions of this AD

These sailplane models are manufactured in Germany and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, reviewed all available information including the service information referenced above, and determined that AD action is necessary for products of

this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop in other Glasflugel Models Standard Libelle and Standard Libelle 201 B sailplanes of the same type design registered in the United States, the proposed AD would require inspecting the aileron operating lever's actuating shaft welded seams for cracks. If cracks are found, the proposal specifies repairing and modifying, or replacing the actuating shaft. If no cracks are found, the actuating shaft would have to be modified or replaced within the next 8 calendar months from the date of the proposed initial inspection.

Related Service Information

Accomplishment of the proposed installation would be in accordance with Glasfaser-Flugzeug-Service GmbH Technical Note (TN) 201-33, dated March 4, 1996.

Proposed Compliance Time

The compliance time of the proposed AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected sailplanes ranges throughout the fleet. For example, one owner may operate the sailplane 25 hours TIS in one week, while another operator may operate the sailplane 25 hours TIS in one year. In order to ensure that all of the affected sailplanes do not have cracked shafts, and do have the improved aileron operating lever's welded seams incorporated within a reasonable amount of time, the FAA is proposing a compliance time of within the next 30 calendar days after the effective date of the AD, for the initial action (inspection, and possible repair, modification or replacement), and if no cracks are found on the initial inspection, accomplishing the modification or replacement within the next 8 calendar months after the effective date of the proposed AD.

Cost Impact

The FAA estimates that 108 sailplanes in the U.S. registry would be affected by the proposed AD; that it would take approximately 4 workhours per sailplane to accomplish the inspection, repair and modification; or that it would take 3 workhours per sailplane to inspect and replace the lever; and that the average labor rate is estimated to be approximately \$60 an hour. Material cost for the modification is approximately \$10 per sailplane, and a replacement shaft part costs \$140 per sailplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$27,000

(\$250 per sailplane) if all shafts are modified, or \$34,560 (\$320 per sailplane) if all shafts are replaced. The FAA has no way to determine how many owners/operators have accomplished this action.

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 action (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) 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 has been placed 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Glasflugel: Docket No. 96-CE-35-AD.

Applicability: Models Standard Libelle and Standard Libelle 201 B Sailplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each sailplane 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 sailplanes 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 in the body of this AD, unless already accomplished.

To prevent cracks in the aileron operating lever's actuating shaft welded seams, which if not detected and corrected, could cause loss of control of the sailplane, accomplish the following:

(a) Within the next 30 calendar days after the effective date of this AD, inspect for cracks in the aileron operating lever's actuating shaft welded seams in accordance with Method 1 of the Accomplishment section in Glasfaser-Flugzeug-Service GmbH (Glasfaser) Technical Note (TN) 201-33, dated March 4, 1996.

(1) If cracks are found, prior to further flight, either:

(i) Remove the shaft, repair the cracked welded seams and modify the shaft in accordance with Method 2 of the Accomplishment section in Glasfaser TN 201-33, dated March 4, 1996; or,

(ii) Remove and replace the shaft with a new Glasflugel reinforced shaft in accordance with drawing 201-47-3-1 from Glasfaser TN 201-33, dated March 4, 1996.

(2) If no cracks are found, within the next 8 calendar months after the inspection required by paragraph (a) of this AD, either:

(i) Modify the aileron operating lever in accordance with Method 2 of the Accomplishment section of Glasfaser TN 201-33, dated March 4, 1996; or,

(ii) Remove and replace the shaft with a new Glasflugel reinforced shaft in accordance with drawing 201-47-3-1 from Glasfaser TN 201-33, dated March 4, 1996.

(b) After completing any action described in paragraph (a) or any sub-paragraph of (a) in this AD, check and adjust (if applicable) the aileron deflection range in accordance with the "Remarks" paragraph in Glasfaser TN 201-33, dated March 4, 1996.

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

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Glasflugel, c/o H. Streifeneder, Glasfaser-Flugzeug Service GmbH, Hofener Weg, D-72582 Grabenstetten, Germany; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on December 2, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-31269 Filed 12-9-96; 8:45 am]

BILLING CODE 4910-13-U

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 96-232, RM-8868]

Radio Broadcasting Services; Pueblo and Pueblo West, CO

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition for rule making filed on behalf of Pueblo Broadcasters,

Inc., licensee of Station KYZX(FM), Channel 283C2, Pueblo, Colorado, requesting the reallocation of Channel 283C2 from Pueblo to Pueblo West, Colorado, and modification of its authorization for Station KYZX(FM) to specify Pueblo West as its community of license, pursuant to the provisions of Section 1.420(i) of the Commission's Rules. Coordinates utilized for Channel 283C2 to serve Pueblo West are 38-33-24 and 104-35-56.

DATES: Comments must be filed on or before January 6, 1997, and reply comments on or before January 21, 1997.

ADDRESSES: Secretary, Federal Communications Commission, Washington, D.C. 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner's counsel, as follows: John M. Pelkey and Rafael G. Prohias, Esqs., Haley, Bader and Potts, P.L.C., Suite 900, 4350 North Fairfax Drive, Arlington, VA 22203-1633.

FOR FURTHER INFORMATION CONTACT: Nancy Joyner, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Notice of Proposed Rule Making, MM Docket No. 96-232, adopted November 8, 1996, and released November 15, 1996. The full text of this Commission decision is available for inspection and copying

during normal business hours in the FCC's Reference Center (Room 239), 1919 M Street, NW, Washington, D.C. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Service, Inc., (202) 857-3800, 2100 M Street, N.W., Suite 140, Washington, D.C. 20037.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, See 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 96-31256 Filed 12-9-96; 8:45 am]

BILLING CODE 6712-01-P