

To prevent arcing in the ground stud assemblies of the airplane, which could result in heat damage to adjacent structure and a fire in the forward cargo compartment, the center accessory compartment, or the aft fuselage compartment, accomplish the following:

(a) For airplanes having manufacturer's numbers 532, 544, and 559 through 588 inclusive: Within 90 days after September 5, 1995 (the effective date of AD 95-17-11), perform a one-time inspection and other specified actions to ensure that the ground stud assemblies in the forward cargo compartment, the center accessory compartment, and the aft fuselage compartment are installed properly and torqued as specified in Figure 1 of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995; to verify the integrity of the components of the ground stud assemblies; and to detect heat damage to areas adjacent to the ground stud assemblies. Perform the inspection and other specified actions in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995.

(b) For airplanes other than those identified in paragraph (a) of this AD: Within 90 days after the effective date of this AD, perform a one-time inspection and other specified actions to ensure that the ground stud assemblies in the forward cargo compartment, the center accessory compartment, and the aft fuselage compartment are installed properly and torqued as specified in Figure 1 or 2, as applicable, of McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995; to verify the integrity of the components of the ground stud assemblies; and to detect heat damage to areas adjacent to the ground stud assemblies. Perform the inspection and other specified actions in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995.

(c) If any discrepancy is found during the actions required by paragraph (a) or (b) of this AD, prior to further flight, correct the discrepancy in accordance with paragraph 3.A.3. of the Accomplishment Instructions of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, or Revision 1, dated November 6, 1995.

(d) Within 10 days after accomplishing the inspection required by this AD, report inspection results, positive or negative, to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; fax (310) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(e) 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, Los 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, Los Angeles ACO.

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

(f) 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.

(g) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 14, 1995; or McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995. The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, Revision 1, dated November 6, 1995, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-24A090, dated July 21, 1995, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 5, 1995 (60 FR 43364, August 21, 1995). Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846. Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on January 25, 1996.

Issued in Renton, Washington, on November 28, 1995.

S. R. Miller,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-271 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-29]

#### Amendment of Class E Airspace; Bullhead City, AZ; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the Federal Register on December 18, 1995, Airspace Docket No. 95-AWP-29. The Final Rule Amended .

**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 95-30692, Airspace Docket No. 95-AWP-29, published on December 18, 1995 (60 FR 65020), revised the description of the Class E airspace area at Bullhead City, AZ. An error was discovered in the geographic coordinates for the Bullhead City, AZ, Class E airspace area. This action corrects that error.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace area at Bullhead City, AZ, as published in the Federal Register on December 18, 1995 (60 FR 65020), (Federal Register Document 95-30692), are corrected as follows:

#### § 71.1 [Corrected]

AWP CA E5 Bullhead City, AZ [Corrected]

On Page 65221, column 1, the geographic coordinates for the Bullhead City, AZ Class E airspace area are corrected by removing "(lat, 35°16'00"N., long. 115°10'00"W.)" and adding "(lat. 35°16'00"N., long. 115°00'00"W.)."

Issued in Los Angeles, California, on December 26, 1995.

Richard R. Lien,

*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 96-378 Filed 1-9-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-34]

#### Amendment of Class E Airspace; Winnemucca, NV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

**SUMMARY:** This action amends the Class E airspace area in Winnemucca, NV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14/32 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight

Rules (IFR) operations at Winnemucca Municipal Airport, Winnemucca, NV  
**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:**  
 Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 8, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Winnemucca, NV (60 FR 56277). This action will provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Winnemucca Municipal Airport, Winnemucca, NV.

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. Class E airspace designations 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 designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Winnemucca, NV. The development of a GPS SIAP at Winnemucca Municipal Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 14/32 SIAP at Winnemucca Municipal Airport, Winnemucca NV.

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. Therefore, this 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 10034; 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 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 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP NV E5 Winnemucca, NV [Revised]

Winnemucca Municipal Airport, NV  
 (lat. 40°53'47"N, long. 117°48'21"W)

Winnemucca NDB  
 (lat. 40°57'48"N, long. 117°50'29"W)

Battle Mountain VORTAC  
 (lat. 40°34'09"N, long. 116°55'20"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Winnemucca Municipal Airport and within 7.8 miles northwest and 4.3 miles east of the Winnemucca NDB 342° and 162° bearings, extended from 4.3 miles south to 8.7 miles north of the NDB. That airspace extending upward from 1,200 feet above the surface within 4.3 miles northeast and 9.6 miles southwest of the Winnemucca NDB 342° and 162° bearings, extending from the southeast edge of V-113 to 9.6 miles southeast of the NDB and within 4.3 miles each of the 162° bearing from the Winnemucca NDB, extending from the 9.6 miles southeast of the NDB to the north edge of V-32 and within 4.3 miles each side of the Battle Mountain VORTAC 296° radial extending from 10.4 miles to 43.4 miles northwest of the Battle Mountain VORTAC and that airspace bounded by a line beginning at lat. 40°33'00"N, long. 117°52'00"W; to lat. 40°37'30"N, long. 117°47'00"W; to lat. 40°34'00"N, long. 117°46'00"W, thence to the point of beginning and that airspace bounded by a line beginning at lat. 41°05'00"N, long. 118°12'30"W to lat. 41°10'00"N, long. 118°08'30"W, at lat. 41°03'00"N, long. 118°06'00"W, thence to the point of

beginning and that airspace bounded by a line beginning at lat. 40°46'00"N, long. 117°39'00"W, to lat. 40°37'00"N, long. 117°35'00"W, to lat. 40°34'30"N, long. 117°34'30"W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on December 21, 1995.

Harvey R. Riebel,

*Acting Manager, Air Traffic Division,*

[FR Doc. 96-377 Filed 1-9-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71**

**[Airspace Docket No. 95-ACE-10]**

**Amendment to Class E Airspace; Omaha, Millard Airport, NE**

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Omaha, Millard Airport, NE, to accommodate a planned Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at the Omaha, Millard Airport. This action will provide for additional controlled airspace necessary for the planned GPS SIAP.

**DATES:** 0901 UTC April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Operations Branch, ACE-530C, Federal Aviation Administration, 601 E. 12th St., Kansas City, Missouri 64106; telephone (816) 426-3408.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 30, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Omaha, Millard Airport, NE (60 FR 55223). The proposed action would provide additional controlled airspace to accommodate a GPS SIAP to Runway 12 at the Omaha, Millard Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas extending from 700 feet or more above the surface of the earth 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.