

8845, February 24, 1995), and by adding a new AD to read as follows:

Twin Commander Aircraft Corporation:

Docket No. 97-CE-69-AD; Supersedes AD 94-04-17, Amendment 39-8837.

Applicability: The following airplane models (all serial numbers), certificated in any category: 500, 500-A, 500-B, 500-S, 500-U, 520, 560, 560-A, 560-E, 560-F, 680, 680-E, 680-F, 680FL, 680FL(P), 680FP, 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720.

Note 1: This AD applies to each airplane 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 airplanes 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 (e) 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 failure of a flap system cable caused by fatigue, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, accomplish the following in accordance with the accomplishment instructions section of Twin Commander Aircraft Corporation (Twin Commander) Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997):

- (1) Inspect all flap system cable grooves for the correct width;
- (2) Inspect all flap system pulleys for rubbing on the support brackets;
- (3) Inspect all flap pulley cable assemblies for frayed wires; and
- (4) Mark pulleys that have been inspected and have the correct groove radius with two parallel lines as specified in the service bulletin.

Note 2: Revision No. 1 Release Date: July 15, 1997, of Twin Commander Mandatory Service Bulletin No. 226, specifies changes in the workhours necessary to accomplish this action and makes reference to a gauge that is available from the manufacturer for use in accomplishing the inspection.

(b) If any of the above discrepancies are found, prior to further flight, rework or replace the affected part in accordance with Twin Commander Mandatory Service Bulletin No. 226, dated April 14, 1997 (Revision No. 1 Release Date: July 15, 1997).

(c) As of the effective date of this AD, no person may install a pulley that does not have the criteria presented in either paragraph (c)(1), (c)(2), or (c)(3) of this AD:

- (1) A pulley that has been inspected, found acceptable, and marked with two parallel

lines in accordance with paragraph (a), including all subparagraphs, of this AD;

(2) A pulley that has been reworked in accordance with an FAA-approved procedure and is marked "SB 226"; or

(3) A new pulley that is marked "SB 226-NEW".

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), Northwest Mountain Region, FAA, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance approved in accordance with AD 94-04-17 (superseded by this AD) are not considered approved as alternative methods of compliance for this AD.

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

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223-7832; or may examine this document at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment supersedes AD 94-04-17, Amendment 39-8837.

Issued in Kansas City, Missouri, on October 24, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-28874 Filed 10-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-56]

Proposed Modification of Class E Airspace; Ashtabula, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class E airspace at Ashtabula, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 08 has been developed for Ashtabula County Airport. Controlled airspace extending

upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action proposes to increase the radius of the existing controlled airspace for the airport.

DATES: Comments must be received on or before December 7, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 97-AGL-56, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

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. 97-AGL-56." 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, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, 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 Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2a, which describes the application procedure.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to modify Class E airspace at Ashtabula, OH, to accommodate aircraft executing the GPS Runway 08 SIAP at Ashtabula County Airport by increasing the radius of the existing controlled airspace for the airport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approach. The area would be depicted on appropriate aeronautical charts. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation 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. Therefore this proposed 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 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL OH E5 Ashtabula, OH [Revised]

Ashtabula County Airport, OH
(lat. 41°46'41" N, long. 80°41'44" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Ashtabula County Airport.

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Issued in Des Plaines, Illinois on October 1, 1997.

David B. Johnson,

Assistant Manager, Air Traffic Division.
[FR Doc. 97-28935 Filed 10-30-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-18]

Proposed Establishment of Class E Airspace; Cooperstown, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws the Notice of Proposed Rulemaking (NPRM) which proposed to establish Class E airspace at Cooperstown, ND. The NPRM is being withdrawn because it failed to accurately describe the full scope of the intended airspace action. A new NPRM will be issued at a subsequent date.

DATES: The withdrawal is made October 31, 1997.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

The Proposed Rule

On May 21, 1997, a Notice of Proposed Rulemaking was published in the **Federal Register** to establish Class E airspace at Cooperstown, ND, to accommodate a GPS Runway 13 SIAP and a GPS Runway 31 SIAP for Cooperstown Municipal Airport (62 FR 27705). The NPRM did not accurately describe the full scope of the intended airspace action; therefore it is being withdrawn. A new NPRM will be issued at a subsequent date.

Summary of Comments

No comments were received.

Conclusion

In consideration of the inaccurate description of the intended airspace action for Cooperstown Municipal Airport, action is being taken to withdraw the proposed establishment of Class E airspace at Cooperstown, ND. A new NPRM will be issued at a subsequent date.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Withdrawal of Proposed Rule

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 97-AGL-18, as published in the **Federal Register** on May 21, 1997 (62 FR 27705), is hereby withdrawn.

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959–1963 Comp., p. 389.

Issued in Des Plaines, Illinois, on October 1, 1997.

David B. Johnson,

Assistant Manager, Air Traffic Division.
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