

(c) Thereafter, at each subsequent cylinder or engine overhaul, reinspect cylinder rocker bosses and rocker shafts in accordance with paragraphs (a) and (b) of this AD.

(d) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

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

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on February 13, 1996.

Issued in Burlington, Massachusetts, on January 11, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 96-1409 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-AWP-42]

Amendment of Class E Airspace; Phoenix, AZ

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace area at Phoenix, AZ. Additional controlled airspace is required for aircraft arriving Phoenix Sky Harbor International Airport. The intended effect of this action is to improve service to the users and reduce controller workload for those aircraft inbound to Phoenix Sky Harbor International Airport, Phoenix, AZ.
EFFECTIVE DATE: 0901 UTC, April 25, 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 December 7, 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 Phoenix, AZ.

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

The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Phoenix, AZ. The intended effect of this action is to provide additional controlled airspace for aircraft arriving at Phoenix Sky Harbor International Airport, Phoenix, AZ.

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 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).

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

* * * * *

AWP AZ E5 Phoenix Sky Harbor International Airport, AZ [Revised]

Phoenix Sky Harbor International Airport, Phoenix, AZ

(lat. 33°26'10" N, long. 112°00'34" W)

Williams Gateway Airport, AZ

(lat. 33°18'28" N, long. 111°39'19" W)

Luke AFB, AZ

(lat. 33°32'06" N, long. 112°22'59" W)

That airspace extending upward from 700 feet above the surface within a 17.4-mile radius of Luke AFB and within a 17.4-mile radius of Williams Gateway Airport and within 2 parallel tangent lines connecting the two 17.4-mile radius circles, and that airspace northwest of Phoenix Sky Harbor International Airport bounded by a line beginning at lat. 33°59'00" N, long. 112°38'03" W; to lat. 33°49'24" N, long. 112°25'34" W, thence counterclockwise via the 17.4-mile radius of Luke AFB to lat. 33°42'00" N, long. 112°40'08" W; to lat. 33°44'00" N, long. 112°45'03" W; to lat. 33°55'00" N, long. 112°45'03" W, to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°10'00" N, long. 112°39'03" W; to lat. 34°10'00" N, long. 111°30'03" W; to lat. 34°00'00" N, long. 110°52'02" W; to lat. 32°33'00" N, long. 110°52'02" W; to lat. 32°33'00" N, long. 112°00'02" W; to lat. 32°51'00" N, long. 112°37'03" W; to lat. 32°51'00" N, long. 113°00'03" W; to lat. 33°19'00" N, long. 113°00'03" W; to lat. 33°19'00" N, long. 113°10'03" W; to lat. 34°00'00" N, long. 113°10'03" W; to lat. 34°00'00" N, long. 112°52'03" W, thence to the point of beginning. That airspace extending upward from 5,500 feet MSL west of Phoenix Sky Harbor International Airport bounded on the north by the south edge of V-16, on the east by the west boundary of the 1,200 foot portion of the Class E airspace area; on the south by the north edge of V-66 and on the west by long. 114°00'03" W, excluding that airspace within Restricted Areas R-2308A, R-2308B, R-2308C, and R-2307. That airspace extending upward from 7,000 MSL bounded on the north by lat. 34°00'00" N, on the east by long. 113°10'03" W; on the south by the north edge of V-16 and on the west by long. 114°00'03" W. That airspace extending upward from 9,500 feet MSL bounded on the north by the south edge of V-12, on the east by the west edge of V-327, on the south and southeast by the north and northwest boundary of the 1,200 foot portion of the Class E airspace area, and on the southwest by a line extending from lat. 34°08'48" N, long. 112°40'37" W, to the point of intersection on long. 113°10'03" W, and the south edge of V-12. That airspace extending upward from 10,500 feet MSL bounded on the north by the south edge of V-12/264, on the southeast by the northwest edge of V-567 and on the west by the east

edge of V-327. That airspace extending upward from 10,500 feet MSL bounded on the northwest by the southeast edge of V-567, on the southeast by the northwest edge of V-95 and on the south by the north boundary of the 1,200 foot portion of the Class E airspace area.

* * * * *

Issued in Los Angeles, California, on January 12, 1996.

James H. Snow,

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

[FR Doc. 96-1442 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ASO-25]

Establishment of Class E Airspace; Stuart, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class E airspace at Stuart, FL. GPS RWY 11 and GPS RWY 29 Standard Instrument Approach Procedures (SIAP's) have been developed for Witham Field. Controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate these SIAP's and for instrument flight rules (IFR) operations at the airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of these SIAP's.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

On November 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace at Stuart, FL (60 FR 58020). This action will provide adequate Class E airspace for IFR operations at Witham Field.

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. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA

Order 7400.9C dated August 17, 1995, and effective September 16, 1995. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at Stuart, FL, to accommodate GPS RWY 11 and GPS RWY 29 SIAP's and for IFR operations at Witham Field. The operating status of the airport will be changed from VFR to include IFR operations concurrent with publication of these SIAP's.

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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of 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 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 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 above the surface of the earth.

* * * * *

ASO FL E5 Stuart, FL [New]

Witham Field, FL

(lat. 27°10'51" N, long. 80°13'19" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Witham Field.

* * * * *

Issued in College Park, Georgia, on January 17, 1996.

Benny L. McGlamery,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 96-1437 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-23]

Establishment of Class E Airspace; Sandpoint, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Sandpoint, Idaho, Class E airspace. This action is necessary to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Dave Wall Field, Sandpoint, Idaho. A minor correction is being made in the geographic position coordinates of Dave Wall Field and Spokane Fairchild AFB, Washington. An inadvertent error in the Notice of Proposed Rulemaking is also corrected to reflect the intent to create a new Class E airspace, not revise an existing Class E airspace.

EFFECTIVE DATE: 0901 UTC, April 25, 1996.

FOR FURTHER INFORMATION CONTACT: James C. Frala, System Management Branch, ANM-535/A, Federal Aviation Administration, Docket No. 95-ANM-23, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On October 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Sandpoint, Idaho, to accommodate a new GPS SIAP to Dave Wall Field (60 FR 54458). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The geographic coordinates for Spokane Fairchild AFB, Washington and Dave Wall Field, Sandpoint, Idaho, as provided by the National Ocean