

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, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(e) The installation required by this AD shall be done in accordance with HOAC Drawing No. DV2-7800R01-00, as referenced in HOAC Austria Service Bulletin No. 20-7/2, dated September 8, 1994. The adjustment required by this AD shall be done in accordance with HOAC Austria Service Bulletin No. 20-7/2, dated September 8, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from HOAC Austria Ges.m.b.H., N.A. Otto-Strabe 5, A-2700, Wiener Neustadt. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment (39-9832) becomes effective on January 17, 1997.

Issued in Kansas City, Missouri, on November 15, 1996.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-29862 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 96-ASW-29]

Revocation of Class D Airspace; Blytheville, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; Request for comments.

SUMMARY: This action revokes the Class D airspace at Blytheville, AR. The decommissioning of the Blytheville, Arkansas International Airport control tower removes the need for Class D airspace extending upward from the surface to, but not including, 2,800 feet Mean Sea Level (MSL) within a 4.6-mile radius of the airport. This action is intended to revoke the unnecessary Class D airspace.

EFFECTIVE DATE: 0901 UTC, December 9, 1996.

Comment Date: Comments must be received on or before January 21, 1997.

ADDRESSES: Send comments on the rule in triplicate to Manager, Operations Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 96-ASW-29, Fort Worth, TX 76193-0530.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9:00 AM and 3:00 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Operations Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves the revocation of Class D airspace at Blytheville, AR, and was not preceded by notice and public procedure, comments are invited on the rule. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D 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) revokes the Class D airspace, providing controlled airspace for terminal instrument operations, located

at Blytheville, Arkansas International Airport, AR. The current Class D airspace was supported by a control tower, which was decommissioned following the closure of Eaker Air Force Base, subsequently renamed Blytheville, Arkansas International Airport.

Since this action merely involves the revocation of Class D airspace as a result of closing the airport control tower, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Since there will no longer be a control tower at Blytheville, Arkansas International Airport, the Class D airspace must be removed to avoid confusion on the part of the pilots flying in the vicinity of the airport, and to promote the safe and efficient handling of air traffic in the area. Therefore, I find that notice and public procedure under 5 U.S.C. 553 are unnecessary and good cause exists for making this amendment effective in less than thirty days.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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. app. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1996, and

effective September 16, 1996, is amended as follows:

Paragraph 5000 Class D airspace areas designated for an airport

* * * * *

ASW AR D Blytheville, AR [Removed]

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Issued in Fort Worth, TX, on November 12, 1996.

Albert L. Viselli,

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

[FR Doc. 96-29953 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AGL-11]

Modification of Class E Airspace; Miller, SD; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the title, Summary, and the rule of Miller Municipal Airport, Miller, SD Class E5 airspace published in a final rule on September 17, 1996 (61 FR 48825), Airspace Docket Number 96-AGL-11.

EFFECTIVE DATE: 0901 UTC, December 5, 1996.

FOR FURTHER INFORMATION CONTACT: John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 96-23804, Airspace Docket 96-AGL-11, published on September 17, 1996 (61 FR 48825), established Class E5 airspace at Miller Municipal Airport, Miller, SD. An error was discovered in the title, Summary and The Rule of the docket. This action corrects the title, Summary and The Rule to indicate the docket action to be a modification versus establishment. Class E airspace existed prior to accommodating the Nondirectional Beacon (NDB).

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the title of the notice of airspace designation for the Miller Municipal Airport, Miller, SD, Class E5 airspace, as published in the Federal Register on September 17, 1996 (61 FR 48825), (Federal Register document 96-23804; page 48825, column 3), is corrected as follows:

14 CFR Part 71—[Corrected]

Modification of Class E airspace;
Miller, SD; Correction.

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Issued in Des Plaines, Illinois on November 5, 1996.

Peter H. Salmon,

Acting Manager, Air Traffic Division.

[FR Doc. 96-29958 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AGL-16]

RIN 2120-AA66

Realignment of Jet Route J-522

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule extends Jet Route 522 (J-522) from Green Bay, WI, to Brainerd, MN. This action provides a published route for aircraft to transition from the en route environment to the standard terminal arrival route (STAR) serving the Minneapolis-St. Paul International Airport.

EFFECTIVE DATE: 0901 UTC, January 30, 1997.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, 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:

History

On April 16, 1996, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 71 (14 CFR part 71) to extend J-522 from Green Bay, WI, to Brainerd, MN (61 FR 16622). 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. Except for editorial changes, this amendment is the same as that proposed in the notice. Jet Routes are published in paragraph 2004 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 extends J-522 from Green Bay, WI, to Brainerd, MN. Extending J-522 will

provide a published route for aircraft to transition from the en route environment to the STAR serving the Minneapolis-St. Paul International Airport.

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 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 7400.9D, Airspace Designations 95-AGL-16 4 and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 2004—Jet Routes

* * * * *

J-522 [Revised]

From Brainerd, MN; Green Bay, WI; Traverse City, MI; Au Sable, MI; Toronto, ON, Canada; INT Toronto 099° and Hancock, NY, 302° radials; Hancock; to Kingston, NY. The airspace within Canada is excluded.

* * * * *

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

Jeff Griffith,

Program Director for Air Traffic Airspace Management.

[FR Doc. 96-29959 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-U