

**\$39.13 [Amended]**

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

**Fairchild Aircraft Inc.:** Docket No. 96-CE-58-AD.

**Applicability:** The following Models and serial numbered airplanes, certificated in any category.

Models	Serial Nos.
SA226-TC .....	TC201 through TC379.
SA226-T .....	T201 through T275, and T277 through T291.
SA226-T(B) .....	T(B)275, and T(B)292 through T(B)378.
SA226-AT .....	AT001 through AT069.

**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 (c) 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 within the next 500 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

**Note 2:** The compliance time of this AD takes precedence over the compliance time in the Fairchild Service Bulletin referenced below.

To prevent asymmetrical flap deflection forcing the airplane into an uncommanded roll and cause loss of control of the airplane, accomplish the following:

(a) Inspect both wing trailing edge ribs at the center flap actuator attach brackets, wing stations (WS) 98.385 and 100.635, for cracks in accordance with the Accomplishment Instructions section, Part A, of Fairchild Service Bulletin (SB) 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(1) If no cracks are found, prior to further flight, install the reinforcement doubler, part number (P/N) 27K36075-7 or an FAA approved, in accordance with the Accomplishment Instructions section, Part B of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(2) If any cracks are found, prior to further flight, replace any cracked rib with a new rib assembly (P/N 27-31085-1/2 or 27-31086-1/2 or an FAA-approved) and install the new reinforcement doubler (P/N 27K36075-7 or an FAA equivalent) in accordance with the Accomplishment Instructions section, Part B and Part C of Fairchild SB 57-016, Issued: June 25, 1981; Revised: December 9, 1981.

(b) 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.

(c) An alternative method of compliance or adjustment of compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Airplane Certification Office.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, Inc., P. O. Box 32486, San Antonio, Texas, 78284; 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 June 4, 1997.

**John R. Colomy,**

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

[FR Doc. 97-15174 Filed 6-10-97; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AAL-8]

#### Proposed Revision of Class E Airspace; Ketchikan, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposal will revise the Class E airspace designated as the surface area for Ketchikan International Airport, Ketchikan, AK. The Ketchikan International Airport's surface area is currently effective 24 hours a day and has a mandatory communication requirement. The wording in the last two sentences in the current description apply to surface areas with less than 24 hour operations. These last two sentences will be deleted. The intended effect of this proposal is to modify the Ketchikan, AK, surface area description to indicate a continuous, 24 hour operation.

**DATES:** Comments must be received on or before July 28, 1997.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, System Management Branch, AAL-530, Docket No. 97-AAL-8, Federal Aviation

Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above and on the Internet at the Alaskan Region's homepage at <http://www.alaska.faa.gov/at>.

#### FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number: (907) 271-5863; email:

[Robert.van.Haastert@faa.dot.gov](mailto:Robert.van.Haastert@faa.dot.gov).

#### 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-AAL-8." 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 System Management Branch, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, 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 System Management Branch, AAL-530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587. 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 part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace designated as the surface area for Ketchikan International Airport, Ketchikan, AK. The Ketchikan International Airport's surface area is currently effective 24 hours a day and has mandatory communication requirements. The wording in the last two sentences of the current description are for surface areas with less than 24 hour operations. These last two sentences will be deleted. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as surface areas are published in paragraph 6002 of FAA Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). The intended effect of this proposal is to modify the Ketchikan, AK, surface area description to indicate continuous, 24 hour operation. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that these proposed regulations only involve 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, when promulgated, 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

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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. 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 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 6002 Class E airspace areas listed below are designated as a surface area for an airport.*

\* \* \* \* \*

#### AAL AK E2 Ketchikan, AK

Ketchikan International Airport, Ketchikan, AK

(lat. 55°21'20" N, long. 131°42'49" W)

Ketchikan Localizer

(lat. 55°20' 51" N, long. 131°42' 00" W)

Within a 3-mile radius of the Ketchikan International Airport and within 1 mile each side of the Ketchikan localizer northwest/southeast courses extending from the 3-mile radius to 4.6 miles northwest and 4.1 miles southeast of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on June 3, 1997.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 97-15309 Filed 6-10-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AAL-7]

#### Proposed Establishment of Class E Airspace; Huslia, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This action establishes Class E airspace at Huslia, AK. The development of Very High Frequency (VHF) omni-directional radio range (VOR) and VOR/Distance Measuring Equipment (DME) instrument approaches to RWY 3 and RWY 21 have made this action necessary. This action will change the airport status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. The intended effect of this proposal is to provide adequate controlled airspace for IFR operations, segregating aircraft using instrument conditions from other aircraft operating in visual weather conditions, at Huslia Airport, AK.

**DATES:** Comments must be received on or before July 28, 1997.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, System Management Branch, AAL-530, Docket No. 97-AAL-7, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above and on the Internet at the Alaskan Region's homepage at <http://www.alaska.faa.gov/at>.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number: (907) 271-5863; email: [Robert.van.Haastert@faa.dot.gov](mailto:Robert.van.Haastert@faa.dot.gov).

#### 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