into the fatigue evaluation. The inclusion of specific aircraft operating conditions may result in the fatigue evaluation of operating conditions of minor significance while leaving out conditions of major significance.

One commenter agreed with the three proposed special conditions as written and proposed two additional special conditions concerning ice strikes due to ice shedding from the airframe and ice accretion due to the heat transfer properties of composite materials.

The FAA disagrees with the addition of the two additional special conditions for the following reasons. First, ice strikes due to ice shedding from the airframe is a concern for pusher type installations. The Hamilton Standard Model 568F propeller is a tractor configuration and therefore normally will not be exposed to ice shedding from the airframe. Second, heat transfer properties of the Hamilton Standard Model 568F composite blade are similar to other composite shell and all composite blades with deicing systems that have had a good service history. In addition for propeller installations that require deicing, the propeller manufacture provides a deicing system and the required documentation to the airframer for compliance with the current regulations.

Conclusion

This action affects only the Hamilton Standard Model 568F propeller and future propeller models within this series. It is not a rule of general application, and it affects only the manufacturer who applied to the FAA for approval of this propeller model.

List of Subjects in 14 CFR Part 35

Air Transportation, Aircraft, Aviation safety, Safety.

PART 35—[AMENDED]

The authority citation continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704; 14 CFR 11.28, 21.16.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration (FAA) issues the following special conditions for the Hamilton Standard Model 568F Propeller:

(a) For purposes of these special conditions, a hazardous condition is considered to exist for each of the following conditions:

(1) Loss of the propeller blade, or a major portion of a blade.

(2) Overspeed of the propellers.

(3) Unintended movement of the blade below the established minimum inflight blade angle, or to an angle that results in excessive drag.

(4) The inability to feather the propeller when necessary.

(b) In addition to the requirements of Federal Aviation Regulation part 35, the following must be shown:

(1) *BIRD STRIKE*

For propeller of composite construction it must be shown that:

The propeller can withstand a 4 pound bird strike at the blade's critical radial location when operating at takeoff RPM and liftoff (Vr) speed of a typical aircraft, without giving rise to a hazardous condition and while maintaining the capability to be feathered.

(2) *LIGHTNING STRIKE*

A lightning strike on a propeller of a composite construction shall not result in a hazardous condition. The propeller shall be capable of continued safe operation.

(3) *FATIGUE EVALUATION*

A fatigue evaluation must be provided and the fatigue limits determined for each propeller hub, blade, and each primary load carrying component of the propeller. The fatigue evaluation must consider all known and reasonable foreseeable vibration and cyclic load patterns that may be encountered in service. The fatigue limits must account for the effects of in-service deterioration, such as impact damage, nicks, grooves, galling, or bearing wear; for variations in production material properties; for environmental effects such as temperature, moisture, erosion, chemical attack, etc., that cause deterioration.

Issued in Burlington, Massachusetts, on December 19, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–56 Filed 1–3–96; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 71

[Airspace Docket No. 94–AWA–3]

Modification of the Atlantic City International Airport Class C Airspace Area; NJ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class C airspace area at Atlantic City International Airport, Atlantic City, NJ. This action deletes the 1-mile airspace exclusion around the Nordheim Flying K Airport due to its closure, and returns this airspace to the surface area of the Class C airspace. In addition, this action reduces controller workload.

EFFECTIVE DATE: 0901 UTC, February 29, 1996.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–9295.

SUPPLEMENTARY INFORMATION:

History

On April 12, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace area at Atlantic City International Airport, Atlantic City, NJ (60 FR 18552). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received concerning the proposal. Except for editorial changes, this amendment is the same as that proposed in the notice. Class C airspace designations are published in paragraph 4000 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 C 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) modifies the Class C airspace area at Atlantic City International Airport, Atlantic City, NJ, by eliminating the 1-mile radius airspace exclusion around the Nordheim Flying K Airport due to its closure. This amendment will return this airspace to the surface area of the Class C airspace.

Regulatory Evaluation Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international

trade. In conducting these analyses, the FAA has determined that this final rule is not ''a significant regulatory action'' as defined in the Executive Order and the Department of Transportation Regulatory Policies and Procedures.

This final rule will modify the Class C airspace area at Atlantic City International Airport, Atlantic City, NJ. This action will delete the 1-mile airspace exclusion around Nordheim Flying K Airport and standardize air traffic operations.

Costs

The FAA has determined that the implementation of the final rule to modify the Class C airspace area at Atlantic City International Airport will result in little or no cost to either the agency or aircraft operators. The elimination of the 1-mile airspace exclusion around the Nordheim Flying K Airport will not reduce aviation safety nor increase the risk of a mid-air collision because that airport is closed. Also, the revision to aeronautical charts to reflect the airspace modification will be part of the routine and periodic updating of charts. Finally, the FAA will not incur any additional administrative costs for either personnel or equipment.

Benefits

The final rule will generate benefits for system users and the FAA primarily in the form of enhanced operational efficiency. The final rule will provide additional controlled airspace for aircraft landing and departing from the Atlantic City International Airport. Air traffic controllers will gain operational efficiency as they will be able to standardize traffic operations.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if a final rule will have ''a significant economic impact on a substantial number of small entities.'' FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA. Small entities are independently owned and operated small businesses and small not-for-profit organizations. A substantial number of small entities is defined as a number that is 11 or more and which is more than one-third of the small entities subject to this final rule.

The FAA determined that revising the Class C airspace area at Atlantic City International Airport will not result in a significant economic impact on a substantial number of small entities. This determination was made because there are little or no costs associated with this final rule.

International Trade Impact Assessment

This final rule will not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries and the import of foreign goods and services into the United States. This final rule will not impose costs on aircraft operators or aircraft manufacturers in the United States or foreign countries. The modification of the Class C airspace area will only affect U.S. terminal airspace operating procedures at and in the vicinity of Atlantic City, NJ. This final rule will not have international trade ramifications because it is a domestic airspace matter that will not impose additional costs or requirements on affected entities.

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 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 4000—Subpart C—Class C Airspace

* * * * *

AEA NJ C Atlantic City International Airport, NJ [Revised]

Atlantic City International Airport, NJ
(Lat. 39°27′27″ N., long. 74°34′38″ W.)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 5-mile radius of the Atlantic City International Airport; and that airspace extending upward from 1,300 feet MSL to and including 4,100 feet MSL within a 10-mile radius of the airport.

* * * * *

Issued in Washington, DC, on December 20, 1995.

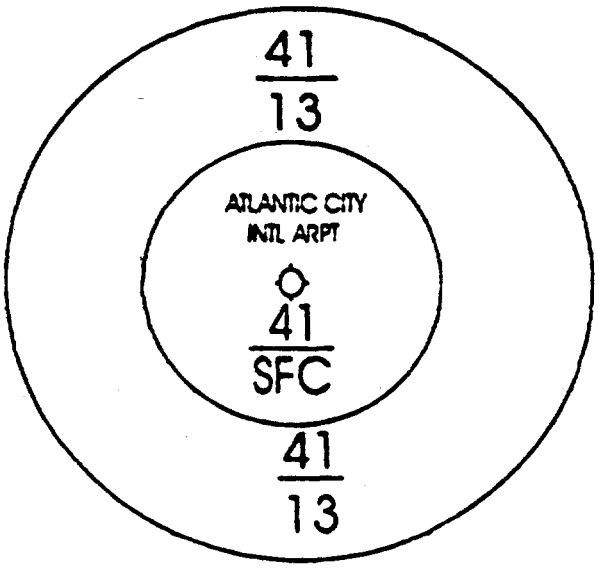
Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

BILLING CODE 4910–13–P

ATLANTIC CITY, NJ
CLASS C AIRSPACE AREA

(Not to be used for navigation)



Graphic prepared by the
FEDERAL AVIATION ADMINISTRATION
Publications Branch
(ATP-210)

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