The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

McDonnell Douglas: Docket 95–NM–185–AD.

Applicability: Model DC–9–10, -20, -30, -40, and -50 series airplanes; Model DC–9–81 (MD–81), -82 (MD–82), -83 (MD–83), -87 (MD–87) series airplanes; Model MD–88 airplanes; and Model C–9 (military) series airplanes; as listed in McDonnell Douglas Service Bulletin DC9–53–268, dated August 11, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (b) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent water accumulation in the slant pressure panel area, which could result in the failure of the flaps or landing gear to properly extend or retract, accomplish the following:

(a) Within 24 months after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD, in accordance with McDonnell Douglas Service Bulletin DC9–53–268, dated August 11, 1995.

(1) Modify the slant panel insulation blankets on the slant pressure panel of the main landing gear.

(2) Perform a visual inspection to detect discrepancies (i.e., defects and constant gap) of the left and right seal assemblies of the overwing emergency exit door. If any discrepancy is detected, prior to further flight, replace door seal in accordance with the service bulletin.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(c) 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. Issued in Renton, Washington, on January 26, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–1875 Filed 1–30–96; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 94–NM–102–AD]

Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to all Airbus Model A300 B2, B4–100, and B4–200 series airplanes, that currently requires supplemental structural inspections to detect fatigue cracking, and repair of cracked structure. This action would require revising the supplemental structural inspection program, including changing some of the inspection techniques, changing some of the thresholds and intervals for inspections, expanding the area to be inspected for some of the inspections, and revising the Fleet Leader Program. This proposal is prompted by a review of in-service history and reports received from the current supplemental structural inspections program required by the existing AD. The actions specified by the proposed AD are intended to prevent reduced structural integrity of these airplanes due to fatigue cracking.

DATES: Comments must be received by March 11, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–102–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Phil Forde, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2146; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–NM–102–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–102–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On January 15, 1993, the FAA issued AD 93–01–24, amendment 39–8478 (58 FR 6703, February 2, 1993), applicable to all Airbus Model A300 B2, B4–100, and B4–200 series airplanes. That AD requires supplemental structural inspections to detect fatigue cracking, and repair or replacement of cracked structure, if necessary. That action was prompted by a structural re-evaluation, which identified certain significant structural components that are to be inspected to detect fatigue cracking as these airplanes approach or exceed the design service goal. The requirements of that AD are intended to prevent reduced structural integrity of these airplanes.

Since the issuance of that AD, Airbus has issued ''Airbus Industrie A300 Supplemental Structural Inspection Document'' (SSID), Revision 2, dated June 1994. This revision of the SSID includes the following changes:

a. changes to some of the inspection techniques,

b. changes to some of the thresholds and intervals for certain inspections,

c. expands the area to be inspected for some of the inspections, and

d. revises the Fleet Leader Program.

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, classified this document as mandatory and issued French airworthiness directive 89–109–097(B)R7, dated June 7, 1995, in order to assure the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the French DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the French DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 93–01–24 to continue to require supplemental structural inspections to detect fatigue cracking, and repair of cracked structure. This proposed AD would require revising the supplemental structural inspection program, including changing some of the inspection techniques, changing some of the thresholds and intervals for certain inspections, expanding the area to be inspected for some of the inspections, and revising the Fleet Leader Program. The actions would be required to be accomplished in accordance with the SSID described previously.

Although paragraph 6.2, ''Complete RR Method,'' of Section 9 of the SSID provides operators the option of calculating inspection thresholds and intervals using the ''risk ratio (RR),'' operators should note that the proposed AD does not permit operators the option of using the RR in their calculations. This is in consonance with actions taken by the DGAC; it is no longer approving maintenance inspection programs that have used the RR to calculate the inspection thresholds and intervals.

The FAA estimates that approximately 26 Model A300 series airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 93–01–24 take approximately 564 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be $879,840, or $33,840 per airplane.

Implementation of the inspections, repairs, or replacements specified in Revision 2 of the SSID into an operator's maintenance program is estimated to require approximately 597 work hours (including removal, inspection, and installation work hours) per airplane per year, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be $931,320, or $35,820 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8478 (58 FR 6703, February 2, 1993), and by adding a new airworthiness directive (AD), to read as follows:

Airbus Industrie: Docket 94–NM–102–AD. Supersedes AD 93–01–24, Amendment 39–8478.

Applicability: All Model A300 B2–1A, B2–1C, B2K–3C, and B2–203 series airplanes, and A300 B4–2C, B4–103, and B4–203 series airplanes; certificated in any category.

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 use the authority provided in paragraph (m) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or

repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of these airplanes due to fatigue cracking, accomplish the following:

(a) Within one year after March 9, 1993 (the effective date of AD 93–01–24, amendment 39–8478), incorporate a revision into the FAA-approved maintenance inspection program that provides for supplemental maintenance inspections, modifications, repair, or replacement of the significant structural details (SSD) and significant structural items (SSI) specified in ''Airbus Industrie A300 Supplemental Structural Inspection Document'' (SSID), dated September 1989 (hereafter referred to as ''the SSID'').

(b) Within one year after the effective date of this AD, replace the revision of the FAA-approved maintenance program required by paragraph (a) of this AD with the inspections, inspection intervals, repairs, and replacements defined in ''Airbus Industrie A300 Supplemental Structural Inspection Document'' (SSID), Revision 2, dated June 1994 (hereafter referred to as ''Revision 2 of the SSID''). Accomplish the actions specified in the service bulletins identified in Section 6, ''SB Reference List,'' Revision 2 of the SSID, at the times specified in those service bulletins. The actions are to be accomplished in accordance with those service bulletins.

(1) For airplanes that have exceeded the threshold specified in any of the service bulletins identified in Section 6, ''SB Reference List,'' Revision 2 of the SSID: Accomplish the actions specified in those service bulletins within the grace period specified in that service bulletin. The grace period is to be measured from the effective date of this AD.

(2) For airplanes that have exceeded the threshold specified in any of the service bulletins identified in Section 6, ''SB Reference List,'' Revision 2 of the SSID, and a grace period is not specified in that service bulletin: Accomplish the actions specified in that service bulletins within 1,500 flight cycles after the effective date of this AD.

(c) If any cracked structure is detected during the inspections required by either paragraph (a) or (b) of this AD, prior to further flight, permanently repair the cracked structure in accordance with either paragraph (c)(1), (c)(2), or (c)(3) of this AD.

Note: A permanent repair is defined as a repair that meets the certification basis of the airplane, and does not require additional modification at a later date.

(1) The service bulletins listed in Section 6, ''SB Reference List,'' of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, if a permanent repair is not specified in any of these service bulletins. Or

(2) The service bulletins listed in Section 6, ''SB Reference List,'' of Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD]; or in accordance with a method approved by the Manager, Standardization Branch, ANM–113, if a permanent repair is not specified in any of these service bulletins. Or

(3) Other permanent repair data meeting the certification basis of the airplane which is approved by the Manager, Standardization Branch, ANM–113, or by the Direction Générale de l'Aviation Civil (DGAC) of France.

(d) For airplanes identified as Fleet Leader Program (FLP) in Section 5, ''Fleet Leader Program,'' of the SSID or Revision 2 of the SSID: Inspect according to the instructions and intervals specified in paragraph 4.4, ''Adjustment of Inspection Requirements and DSG,'' of Section 4, or Section 9, as applicable, of the SSID [for airplanes inspected in accordance with paragraph (a) of this AD], or Revision 2 of the SSID [for airplanes inspected in accordance with paragraph (b) of this AD], for each SSD.

(e) For the purpose of accomplishing paragraphs (d), (f), (g), and (i) of this AD, operators shall not use paragraph 6.2, ''Complete RR Method,'' of Section 9 of the SSID to calculate inspection thresholds and intervals.

(f) For Model A300–B2 and B2K–3C series airplanes: For any SSD that has exceeded the values of the threshold specified in paragraph 6, ''Inspection Threshold and Intervals,'' Section 9 of the SSID, inspect at the time specified in either paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For airplanes inspected in accordance with paragraph (a) of this AD: Inspect within 2,000 landings after March 9, 1993, in accordance with the SSID. Or

(2) For airplanes inspected in accordance with paragraph (b) of this AD: Inspect within 2,000 landings after the effective date of this AD, in accordance with Revision 2 of the SSID.

(g) For Model A300–B4 series airplanes: For any SSD that has exceeded the values of the threshold specified in paragraph 6, ''Inspection Threshold and Intervals,'' Section 9 of the SSID, inspect at the time specified in either paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For airplanes inspected in accordance with paragraph (a) of this AD: Inspect within 1,500 landings after March 9, 1993 [the effective date of AD 93–01–24, amendment 39–8478]. Or

(2) For airplanes inspected in accordance with paragraph (b) of this AD: Inspect within 1,500 landings after the effective date of this AD.

(h) For airplanes identified as FLP in Section 5, ''Fleet Leader Program,'' of the SSID or Revision 2 of the SSID: Within one year after the effective date of this AD, apply the basic requirements given in Revision 2 of the SSID.

(i) For airplanes that are subject to the requirements of paragraph (b) of this AD, and have exceeded the initial inspection threshold specified in paragraph 4.4, ''Adjustment of Inspection Requirements and DSG,'' of Section 4, or paragraph 6, ''Inspection Threshold and Intervals,'' of Section 9, for each SSD: Perform the initial inspection prior to the accumulation of the number of flight cycles specified in paragraph 7, ''Additional Information,'' Section 9, of Revision 2 of the SSID.

Note 3: Fatigue ratings are not applicable to these allowances; therefore, no adjustment is required.

Note 4: Paragraph (i) of this AD provides the ''grace'' periods for those airplanes that are new to the FLP or that have newly added or revised SSID requirements in accordance with paragraph (b) of this AD.

(j) The grace period provided by paragraph (i) of this AD is also applicable to the thresholds and/or repeat intervals for each SSD for which the inspection interval or threshold was reduced in accordance with the requirements of paragraph (b) of this AD.

(k) For FLP airplanes identified in Section 5, ''Fleet Leader Program,'' of the SSID or Revision 2 of the SSID that are listed in Section 7, ''SSI Limitation List,'' of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD], or Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD]: Inspect at intervals not to exceed the interval specified for each SSI, in accordance with the values given in Section 7, ''SSI Limitation List,'' of the SSID or Revision 2 of the SSID, as applicable.

(l) For all airplanes: All inspection results, positive or negative, must be reported to Airbus Industrie in accordance with either paragraph (l)(1) or (l)(2) of this AD, as applicable. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

(1) For FLP airplanes, identified in Section 5, ''Fleet Leader Program,'' of the SSID or Revision 2 of the SSID: Submit reports in accordance with the instructions in paragraph 5.2, ''SSIP Inspection Reporting,'' of Section 5, and paragraph 7.1, ''General,'' of Section 7 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or Revision 2 of the SSID [for airplanes inspected in accordance with paragraph (b) of this AD].

(2) For all airplanes that are subject to Section 6, ''SB Reference List,'' of the SSID: Submit reports in accordance with the instructions in the applicable service bulletins identified in Section 6 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (a) of this AD]; or Revision 2 of the SSID [for airplanes that are currently being inspected in accordance with paragraph (b) of this AD].

(m) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the Standardization Branch, ANM–113.

Note 6: Alternative methods of compliance previously granted for AD 93–01–24, amendment 39–8478, continue to be considered as acceptable alternative methods of compliance with this amendment.

(n) 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.

Issued in Renton, Washington, on January 25, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–1874 Filed 1–30–96; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 71

[Airspace Docket No. 95–AGL–4]

Removal of Class D Airspace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to remove Class D airspace at K.I. Sawyer (AFB), MI. On August 31, 1995, the Air Force closed Sawyer AFB and ceased all operations. As a result, Class D airspace at this location is no longer necessary.

DATES: Comments must be received on or before March 16, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL–7, Rules Docket No. 95–AGL–4, 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, System Management Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Peter H. Salmon, Air Traffic Division, System Management Branch, AGL–530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 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. 95–AGL–4.'' 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 the 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 part 71 of the Federal Aviation Regulations (14 CFR part 71) to remove Class D airspace at K.I. Sawyer (AFB), MI. On August 31, 1995, the Air Force closed Sawyer AFB and ceased all operations. As a result, Class D airspace is no longer necessary.

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 part 71 of the Federal Aviation Regulations (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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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

* * * * *

AGL MI D K.I. Sawyer, MI [Removed]

K.I. Sawyer, AFB, MI
(lat. 46°21′45″ N, long. 87°23′45″W)

That airspace extending upward from the surface to and including 3,700 feet MSL within a 4.5 miles radius of the K.I. Sawyer AFB.

* * * * *

Issued in Des Plaines, Illinois on January 16, 1996.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 96–1946 Filed 1–30–96; 8:45 am]

BILLING CODE 4910–13–M