

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 action (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) 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 has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Socata Groupe Aerospatiale: Docket No. 95-CE-67-AD.

Applicability: TBM 700 airplanes (serial numbers 1 through 19, 21, 22, 25 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59 through 63, 67, 68, 70 through 78, 80, and 82 through 85), 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 request approval for an alternative method of compliance in accordance with paragraph (d) 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 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the wing skin and the rear spar from becoming unbonded or water accumulating in either the elevators or rudder, which could result in loss of control of the airplane, accomplish the following:

(a) For any TBM 700 airplane with a serial number in the following range: 1 through 19, 21, 22, 25 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59, 61 through 63, 67, 68, and 71 through 75, install four rivets on the right side of the rudder in accordance with the DESCRIPTION section of Socata Service Bulletin (SB) 70-027, dated September 1993.

(b) For any TBM 700 airplane with a serial number in the following range: 2 through 19, 21, 22, 24 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59 through 63, 67, 68, 70 through 78, 80, and 82 through 85, drill drainage holes in the area of the elevators and rudder in accordance with the DESCRIPTION section of Socata SB 70-028, dated September 1993.

(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.

(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 Office (ACO), 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 ACO.

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

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; 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 April 2, 1996.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-8754 Filed 4-8-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 96-ACE-3]

Proposed Amendment to Class E Airspace; Topeka, KS; Kingman, KS; Hutchinson, KS; and Wahoo, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, NE. The development of new Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) has made the proposal necessary. The intended effect of this proposal is to provide additional controlled airspace for aircraft executing the SIAP at the above listed airports.

DATES: Comments must be received on or before May 24, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ACE-530, Federal Aviation Administration, Docket No. 96-ACE-3, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the office of the Manager, Operations Branch, Air Traffic Division, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Operations Branch, ACE-530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number (816) 426-3408.

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, 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. 96-ACE-3." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the 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 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 NPRMs

Any person may obtain a copy of this 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 NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the procedures.

The Proposal

The FAA is considering an amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to provide additional controlled airspace for a new Instrument Flight Rules (IFR) procedure at the Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, KS. The additional airspace would segregate aircraft operating under VFR conditions from aircraft operating under IFR procedures. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth 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. The Class E airspace designation

listed in this document would be published subsequently in the Order.

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 24 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 or more above the surface of the earth.

* * * * *

ACE KS E5 Topeka, Philip Billard Airport, KS

Topeka, Philip Billard Municipal Airport, KS
(Lat. 39°04'08" N., long. 95°37'21" W.)

Topeka VORTAC

(Lat. 39°08'14" N., long. 95°32'57" W.)

BILOY LOM/NDB

(Lat. 39°07'13" N., long. 95°41'14" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Philip Billard Municipal Airport, and within 1.8 miles each side of the 039° radial of the Topeka VORTAC extending

from the 6.4-mile radius to 7 miles northeast of the VORTAC, and within 4 miles southwest and 7 miles northeast of the Philip Billard Municipal Airport ILS localizer course extending from 15 miles southeast of the airport to 12 miles northwest of BILOY LOM/NDB.

* * * * *

ACE KS E5 Kingman, KS

Kingman Municipal Airport, KS

(Lat. 37°40'00" N., long. 98°07'22" W.)

Hutchinson VORTAC

(Lat. 37°59'49" N., long. 97°56'03" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Kingman Municipal Airport, and within 2.2 miles each side of the 204° radial of Hutchinson VORTAC extending from the 6.4-mile radius to 11.2 miles north of the airport.

* * * * *

ACE KS E5 Hutchinson, KS

Hutchinson Municipal Airport, KS

(Lat. 38°03'56" N., long. 97°51'38" W.)

Hutchinson VORTAC

(Lat. 37°59'49" N., long. 97°56'03" W.)

SALTT LOM

(Lat. 38°07'25" N., long. 97°55'36" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Hutchinson Municipal Airport, and within 4 miles each side of the Hutchinson ILS localizer northwest course extending to 16 miles northwest of the SALTT LOM, and within 4 miles each side of the ILS localizer back course extending from the 6.6-mile radius to 7.4 miles southwest of the airport, and within 4 miles each side of the 042° radial of the Hutchinson VORTAC extending from the 6.6-mile radius to 7.4 miles northeast of the airport, and within 4 miles each side of the 222° radial of Hutchinson VORTAC extending from the 6.6-mile radius to 11.2 miles southwest of the airport.

* * * * *

ACE NE E5 Wahoo, NE

Wahoo Municipal Airport, NE

(Lat. 41°14'25" N., long. 96°35'41" W.)

Wahoo NOB

(Lat. 41°14'21" N., long. 96°35'54" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Wahoo Municipal Airport, and within 2.6 miles each side of the 032° bearing from the Wahoo NDB extending from the 6.4-mile radius to 7.4 miles northeast of the airport, excluding that portion which lies within the Fremont, NE Class E airspace.

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Issued in Kansas City, MO, on March 15, 1996.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 96-8795 Filed 4-8-96; 8:45 am]

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