

4286N00105	4286N00106	4286N00442
4286N00443	4286N00444	4286N00445
4286N00446	4286N00447	4286N00448
4286N00449	4286N00450	4286N00600
4286N00601	4286N00602	4286N00603
4286N00604	4286N00605	4286N00606
4286N00608	4286N00609	4287N00088
4287N00089	4287N00090	4287N00091
4287N00092	4287N00093	4287N00094
4287N00095	4287N00096	4287N00097
4287N00357	4287N00358	4287N00359
4287N00360	4287N00361	4287N00362
4287N00363	4287N00364	4288N00118
4288N00119	4288N00120	4288N00121
4288N00302	4288N00303	4288N00304
4288N00305	4288N00306	4288N00307
4290N00111	4290N00113	4290N00114
4290N00115	4290N00116	4290N00117
4290N00355	4290N00356	4290N00606
4290N00607	4290N00608	4290N00609
4290N00610	4290N00611	4290N00612
4291N00082	4291N00083	4291N00084
4291N00085	4291N00086	4291N00087
4291N00088	4291N00089	4291N00091
4291N00273	4291N00274	4291N00275
4291N00276	4291N00277	4291N00278
4291N00620	4291N00621	

Note 1: This AD applies to each tire identified in the preceding applicability provision that is installed on an airplane, 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 prior to further flight after the effective date of this AD (see NOTE 2), except to those operators receiving this action by priority letter issued November 21, 1995, which made these actions effective immediately upon receipt.

To prevent loss of control of the airplane during landing operations because of P/N 028-520-1 (22x5.75-12/10PR) tire failure, accomplish the following:

(a) Replace any of the P/N 028-520-1 (22x5.75-12/10PR) tires identified in the Applicability section of this AD with an FAA-approved tire.

(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 the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(d) Information that applies to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-9500) becomes effective on February 21, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-24-10, issued November 21, 1995, which contained the requirements of this amendment.

Issued in Kansas City, Missouri, on January 23, 1996.

John R. Colomy,

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

[FR Doc. 96-1573 Filed 1-26-96; 8:45 am]

**BILLING CODE 4910-13-U**

**14 CFR Part 39**

**[Docket No. 92-ANE-32; Amendment 39-9490; AD 94-05-05 R1]**

**Airworthiness Directives; Teledyne Continental Motors Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 Series and Rolls-Royce, plc C90, O-200 and O-300 Series Reciprocating Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment revises an existing airworthiness directive (AD), applicable to Teledyne Continental Motors (TCM) Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series reciprocating engines, that currently requires inspection of the cylinder rocker shaft bosses for cracks, and inspection of the cylinder rocker shaft for looseness and replacement, if necessary, with a serviceable part. This amendment clarifies that the inspection must be accomplished at the next cylinder removal from the engine or engine overhaul, whichever occurs first, and adds certain Rolls-Royce, plc engines to the AD's applicability. This amendment is prompted by the need to clarify when the inspection must be performed. The actions specified by this AD are intended to prevent engine power loss and engine failure.

**DATES:** Effective February 13, 1996.

Comments for inclusion in the Rules Docket must be received on or before March 29, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England

Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 92-ANE-32, 12 New England Executive Park, Burlington, MA 01803-5299.

**FOR FURTHER INFORMATION CONTACT:** Jerry Robinette, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, GA, 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** On February 18, 1994, the Federal Aviation Administration (FAA) issued AD 94-05-05, Amendment 39-8843 (59 FR 10057, March 3, 1994), applicable to Teledyne Continental Motors (TCM) Models C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series reciprocating engines, to require inspection of the cylinder rocker shaft bosses for cracks, and inspection of the cylinder rocker shaft for looseness and replacement, if necessary, with a serviceable part. That action was prompted by reports of cracked or improperly repaired cylinder rocker shaft bosses. That condition, if not corrected, could result in engine power loss and engine failure.

Since the issuance of that AD, the FAA has received reports indicating confusion among operators as to when the inspection must be performed. The FAA has learned that an operator removed a cylinder from an affected engine but did not do the inspection specified by AD 94-05-05, claiming that the inspection need only be accomplished when a cylinder is removed for an overhaul, but not for a repair. That is not the intent of the current wording of the AD. The FAA has therefore revised the compliance requirement in this AD to state that the inspection must be performed at the next cylinder removal from the engine, or engine overhaul, whichever occurs first.

In addition, the Civil Aviation Authorities of the United Kingdom and Denmark notified the FAA that the AD should apply also to Rolls-Royce, plc C90, O-200 and O-300 series reciprocating engines, as they were produced by Rolls-Royce, plc under a licensing agreement with TCM. Some time after production ceased, continuing airworthiness responsibility reverted to TCM. The FAA has therefore added these Rolls-Royce, plc engines to the AD's applicability.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD revises AD 94-05-05 to clarify that the inspection must be

accomplished at the next cylinder removal from the engine or engine overhaul, whichever occurs first, and to add certain Rolls-Royce, plc engines to the AD's applicability.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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 92-ANE-32." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism

implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Amendment 39-8843 (59 FR 10057, March 3, 1994) and by adding a new airworthiness directive, Amendment 39-9490, to read as follows:

94-05-05 R1 Teledyne Continental Engines and Rolls-Royce, plc: Amendment 39-9490, Docket 92-ANE-32. Revises AD 94-05-05, Amendment 39-8843.

*Applicability:* Teledyne Continental Motors (TCM) Model C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series and Rolls-Royce, plc (R-R) C90, O-200 and O-300 series reciprocating engines, installed on but not limited to American Champion models 7BCM, 7CCM, 7DC, S7DC, S7CCM, 7EC, S7EC, 7FC, 7JC, and 7ECA; Cessna Models 120, 140, 150, 170, 172, 172A-H, and 175; Luscombe Models 8E, 8F, and T-8F; Maule Models Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Piper Models PA-18 and PA-19; Reims Aviation SA Models F172D, E, F, G, H, K; F150G, H, J, K, L, M; FA150K, L; FRA150L; Swift Models GC-1A and GC-1B; Univair (Erc) Models

415-D, E, and G; Univair (Forney) Models F-1 and F-1A; Univair (Alon) Model A-2 and Univair (Mooney) Model M-10 aircraft.

Note: This airworthiness directive (AD) applies to each engine 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 engines 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 (d) to request approval from the Federal Aviation Administration (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 engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent engine power loss and engine failure, accomplish the following:

(a) At the next cylinder removal from the engine, or engine overhaul, whichever occurs first, after the effective date of this AD, inspect the cylinder rocker shaft bosses for cracks using one of the following methods, and if cracked replace with a serviceable cylinder:

Note: Certain cylinder cracks may be repaired by FAA-approved repair stations specifically rated to do those repairs.

(1) Fluorescent penetrant inspection, as follows:

(i) The penetrant shall be a nontoxic, noncorrosive, highly fluorescent liquid capable of penetrating fine discontinuities and, for aluminum castings, conforming to Aerospace Material Specification (AMS) 3156. If a darkened enclosure is not used for examination, AMS 3157 penetrant shall be used.

(ii) The emulsifier shall be composed of suitable oil or oil-like components together with such additives as are necessary to provide a stable, nontoxic, noncorrosive, oil-miscible, oil-emulsifying solution. Emulsifier shall not be used when AMS 3156 is used.

(iii) The developer shall be a highly absorbent, nonfluorescent and nontoxic powder, capable of being used dry or a similar powder capable of being suspended in water. When the suspension is used, the powder shall be thoroughly mixed with water to a concentration, unless otherwise permitted, of not less than 0.2 lb per gallon and a uniform distribution maintained by mechanical agitation.

(iv) The penetrant, the emulsifier (if used) and the developer shall be checked as often as necessary to maintain proper control. The penetrant shall be discarded if it shows a noticeable loss in penetrating power or marked contamination or when wax begins to form on the sides of the tank and dip basket.

(v) A darkness booth or a similar darkness area with a filtered black light shall be

provided. The black light shall be at least equal to that produced by a 100 watt mercury vapor projection spot lamp equipped with a filter to transmit wave lengths of between 3200 and 4000 Angstrom units and absorb substantially all visible light. The intensity of the light at normal working distance shall be as specified by the purchaser but in no case shall be lower than 580 micro-watts per square centimeter as measured with an appropriate black light meter.

(vi) All parts shall be cleaned and dried in such a manner as to leave them free from grease, oil, soaps, alkalis and other substances which would interfere with inspection. Vapor degreasing is generally suitable for this purpose.

(vii) Parts shall be immersed in the penetrant or shall be sprayed or brushed with the penetrant and shall be allowed to remain immersed in the penetrant or to stand for sufficient time to allow satisfactory penetration into all discontinuities. This time shall, unless otherwise specified, not be less than 5 minutes. The time for immersion or standing will depend upon the character and fineness of the discontinuities, the effectiveness of penetration increasing with time. Parts may be resprayed or re-immersed after standing to increase sensitivity and aid in removal of penetrant.

(viii) Parts shall be removed from the penetrant and cleaned thoroughly using a medium which will remove penetrant from the surface of parts; washing with water shall be used when the penetrant is water washable or when an emulsifying agent is applied to surfaces of parts to render the penetrant water washable. When emulsifiers are used, the parts shall be dipped in the emulsifier and removed slowly for draining or shall be sprayed with emulsifier and drained. Unless otherwise specified, the combined dipping and draining time shall be 1 to 5 minutes. When other than water washable penetrants are used, the penetrant shall be removed with a suitable cleaner or a suitable cleaner and lint-free cloths. During cleaning, the parts may be viewed under a suitable black light to ensure removal of the penetrant from the surface of the part. Excessive cleaning which would remove the penetrant from discontinuities shall be avoided.

(ix) When a wet developer is used, the developer shall be applied to the parts, immediately after washing, by immersing the parts in the tank containing the water-suspended powder or by spraying or flowing the suspension onto the parts. The suspension shall be suitably agitated either during or immediately prior to application to parts. Immersed parts shall be removed from the wet developer; excess developer shall be allowed to drain off all parts. Special care shall be taken to remove excess developer from pockets, recesses, holes, threads, and corners so that the developer will not mask indications.

(x) When a dry developer or no developer is used, the parts shall be dried as thoroughly as possible by exposure to clean air. Drying of parts may be accomplished by evaporation at room temperature or by placing the parts in a circulating warm air oven or in the air stream of a hot air dryer. Excessive drying

time or part temperatures higher than 80° C (180° F) should be avoided to prevent evaporation of the penetrant.

(xi) When a dry developer is used, the developing powder shall be applied uniformly over the areas of the parts to be inspected by either dusting or powder-box immersion.

(xii) After sufficient time has been allowed to develop indications, parts shall be examined under a black light. Examination shall be made in a darkened enclosure unless AMS 3157 penetrant is used, in which case examination may be made under normal shop lighting but shaded from direct sunlight.

(xiii) When greater sensitivity is desired, the parts may be heated to 65–85° C (150–185° F) before immersion in the penetrant and/or before black light examination. To prevent evaporation, preheated parts shall remain fully immersed in the penetrant until cooled.

(xiv) Parts shall be cleaned, as necessary, to remove penetrant and developer.

(xv) Interpretation of the indications revealed by this inspection procedure and final disposition of the parts shall be the responsibility of only qualified personnel having experience with fluorescent penetrant inspection.

(xvi) Parts having discontinuities (cracks) shall be rejected.

(2) Dye penetrant inspection, as follows:

Note: Military Specification MIL-I-6866 and American Society of Testing Materials specifications ASTM E1417-93 and E165-9 contain additional information on dye penetrant inspection processes.

(i) *Preparation*: clean and dry all parts in such a manner as to leave the surfaces free from grease, oil, soaps, alkalis, and other substances which would interfere with inspection. Vapor degreasing is generally suitable for this purpose.

(ii) *Penetrant Application Procedure*: after preparation, spray or brush the parts with the penetrant, and allow to stand for not less than 5 minutes. The effectiveness of the penetrant increases if left standing for a longer time, as the penetrant will reach finer discontinuities.

(iii) *Penetrant Cleaning*: clean the parts thoroughly using a medium which will remove penetrant from the surfaces of parts; wash with water when the penetrant is water soluble. When other than water soluble penetrants are used, the penetrant shall be removed with a suitable cleaner. Avoid excessive cleaning which would remove the penetrant from discontinuities.

(iv) *Drying*: dry the parts as thoroughly as possible. Drying of parts may be accomplished by evaporation at room temperature or by placing the parts in a circulating warm air oven or in the air stream of a hot air dryer. Avoid excessive drying time or drying temperatures above 75° C (165° F) to prevent excessive evaporation of the penetrant. If heat is used for drying parts, cool parts to approximately 50° C (120° F) before proceeding to the developing procedure.

(v) *Developing*: apply the developer to the dry parts as lightly and as evenly as possible, using as thin a coating of developer as is

possible. A translucent film is adequate. Mix wet developer by agitation immediately prior to applying it. After applying the developer, take care that no penetrant indication is disturbed or obliterated in subsequent handling.

(vi) *Examination*: examine the developed penetrant indications in accordance with the dye penetrant manufacturer's instructions. Examine parts for indications of discontinuities open to the surface.

(vii) *Final cleaning*: clean the parts following the inspection to remove penetrant and developer.

Note 1: *Caution*: because of differences among penetrants, take care to ensure that the final cleaner, the penetrant, the penetrant remover, and the developer are suitable for use with each other.

Note 2: *Caution*: all penetrant materials should be kept as free from moisture as possible.

Note 3: *Caution*: most penetrants, cleaning agents, and developer suspensions are low flash point material; use caution to prevent fires.

(3) Etching inspection, as follows:

(i) For TCM C75, C85, C90, O-200 and R-R C90 and O-200 series engines, in accordance with paragraph 13-7 of TCM Overhaul Manual Form X-30010, dated January 1984.

(ii) For TCM C125, C145, O-300, GO-300 and R-R O-300 series engines, in accordance with paragraphs 5(b)(1), 5(b)(2), and 5(b)(3) of TCM Overhaul Manual Form X-30013, dated June 1982.

(b) At the next cylinder removal from the engine, or engine overhaul, whichever occurs first, after the effective date of this AD, dimensionally inspect cylinders for looseness of the rocker shaft in accordance with page 22, paragraph 5, and Table IX of TCM Overhaul Manual Form X-30013, dated June 1982, for TCM C125, C145, O-300, GO-300 and R-R O-300 series engines, and the dimensions table in paragraph 13-8 of TCM Overhaul Manual Form X-30010, dated January 1984, for TCM C75, C85, C90, O-200 and R-R C90 and O-200 series engines; as applicable.

(1) Cylinders that do not exhibit dimensional looseness of the rocker shaft beyond the limits specified in the applicable TCM overhaul manual may be returned to service.

(2) For cylinders that exhibit dimensional looseness of the rocker shaft, beyond the limits specified in the applicable TCM overhaul manual, accomplish the following:

(i) Replace with a serviceable cylinder; or

(ii) Install bushings in accordance with the instructions on page 27 of TCM Overhaul Manual, Form X-30013, dated June 1982, for TCM C125, C145, O-300, GO-300 and R-R O-300 series engines; or the instructions on page 85 of TCM Overhaul Manual, Form X-30010, dated January 1984, for TCM models C75, C85, C90, O-200 and RR C90 and O-200 series engines, as applicable.

(iii) After repairing a cylinder perform an additional inspection of the cylinder rocker shaft bosses for cracks using fluorescent penetrant, dye penetrant, or etching methods, and replace, if necessary, with a serviceable cylinder.

(c) Thereafter, at each subsequent cylinder or engine overhaul, reinspect cylinder rocker bosses and rocker shafts in accordance with paragraphs (a) and (b) of this AD.

(d) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

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

(e) 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 aircraft to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on February 13, 1996.

Issued in Burlington, Massachusetts, on January 11, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-1409 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 71

[Airspace Docket No. 95-AWP-42]

### Amendment of Class E Airspace; Phoenix, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action amends the Class E airspace area at Phoenix, AZ. Additional controlled airspace is required for aircraft arriving Phoenix Sky Harbor International Airport. The intended effect of this action is to improve service to the users and reduce controller workload for those aircraft inbound to Phoenix Sky Harbor International Airport, Phoenix, AZ.  
**EFFECTIVE DATE:** 0901 UTC, April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 7, 1995, the FAA proposed to amend part 71 of the

Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Phoenix, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations 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. Class E airspace designations listed in this document will be published subsequently in this order.

#### The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Phoenix, AZ. The intended effect of this action is to provide additional controlled airspace for aircraft arriving at Phoenix Sky Harbor International Airport, Phoenix, AZ.

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. Therefore, this 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 10034; 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. 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 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP AZ E5 Phoenix Sky Harbor International Airport, AZ [Revised]

Phoenix Sky Harbor International Airport, Phoenix, AZ

(lat. 33°26'10" N, long. 112°00'34" W)

Williams Gateway Airport, AZ

(lat. 33°18'28" N, long. 111°39'19" W)

Luke AFB, AZ

(lat. 33°32'06" N, long. 112°22'59" W)

That airspace extending upward from 700 feet above the surface within a 17.4-mile radius of Luke AFB and within a 17.4-mile radius of Williams Gateway Airport and within 2 parallel tangent lines connecting the two 17.4-mile radius circles, and that airspace northwest of Phoenix Sky Harbor International Airport bounded by a line beginning at lat. 33°59'00" N, long. 112°38'03" W; to lat. 33°49'24" N, long. 112°25'34" W, thence counterclockwise via the 17.4-mile radius of Luke AFB to lat. 33°42'00" N, long. 112°40'08" W; to lat. 33°44'00" N, long. 112°45'03" W; to lat. 33°55'00" N, long. 112°45'03" W, to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°10'00" N, long. 112°39'03" W; to lat. 34°10'00" N, long. 111°30'03" W; to lat. 34°00'00" N, long. 110°52'02" W; to lat. 32°33'00" N, long. 110°52'02" W; to lat. 32°33'00" N, long. 112°00'02" W; to lat. 32°51'00" N, long. 112°37'03" W; to lat. 32°51'00" N, long. 113°00'03" W; to lat. 33°19'00" N, long. 113°00'03" W; to lat. 33°19'00" N, long. 113°10'03" W; to lat. 34°00'00" N, long. 113°10'03" W; to lat. 34°00'00" N, long. 112°52'03" W, thence to the point of beginning. That airspace extending upward from 5,500 feet MSL west of Phoenix Sky Harbor International Airport bounded on the north by the south edge of V-16, on the east by the west boundary of the 1,200 foot portion of the Class E airspace area; on the south by the north edge of V-66 and on the west by long. 114°00'03" W, excluding that airspace within Restricted Areas R-2308A, R-2308B, R-2308C, and R-2307. That airspace extending upward from 7,000 MSL bounded on the north by lat. 34°00'00" N, on the east by long. 113°10'03" W; on the south by the north edge of V-16 and on the west by long. 114°00'03" W. That airspace extending upward from 9,500 feet MSL bounded on the north by the south edge of V-12, on the east by the west edge of V-327, on the south and southeast by the north and northwest boundary of the 1,200 foot portion of the Class E airspace area, and on the southwest by a line extending from lat. 34°08'48" N, long. 112°40'37" W, to the point of intersection on long. 113°10'03" W, and the south edge of V-12. That airspace extending upward from 10,500 feet MSL bounded on the north by the south edge of V-12/264, on the southeast by the northwest edge of V-567 and on the west by the east