

either Part 2 or Part 3, as applicable, of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB No. 57-JA 921144, Revision 1, dated April 19, 1994.

(2) If no corrosion or cracks are found, within the next 3,000 hours TIS after the inspection required by paragraph (a) of this AD, modify the spigot and spigot housing plate in accordance with either Part 2 or Part 3, as applicable, of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB No. 57-JA 921144, Revision 1, dated April 19, 1994.

(3) Jetstream No. SB 57-JA 921144, Original Issue, dated March 4, 1993, is not applicable to this modification and shall not be utilized to accomplish either paragraph (a)(1) or (a)(2) of this AD.

(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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should 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.

(d) The inspection required by this AD shall be done in accordance with Jetstream Service Bulletin No. 57-JA 921144, Revision 1, dated April 19, 1994; or Jetstream Service Bulletin No. 57-JA 921144, Original Issue, dated March 4, 1993. The modification required by this AD shall be done in accordance with Jetstream Service Bulletin No. 57-JA 921144, Revision 1, dated April 19, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC, 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9670) becomes effective on August 7, 1996.

Issued in Kansas City, Missouri, on June 10, 1996.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 96-15141 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ACE-5]

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

AGENCY: Federal Aviation
Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies 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 SIAPs at the above listed airports.

EFFECTIVE DATE: 0901 UTC August 15, 1996.

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

SUPPLEMENTARY INFORMATION:

History

On April 9, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying the Class E airspace area at Topeka, KS; Kingman, KS; Hutchinson, KS; and Wahoo, NE (61 FR 15740). The proposed action would provide additional controlled airspace to accommodate the new SIAP to Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, NE.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 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 will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) amends the Class E airspace areas at the airports listed in the SUMMARY, by providing additional controlled airspace for aircraft executing the new SIAPs. A minor correction is being made to the geographical coordinates for Topeka, Philip Billard Municipal Airport, KS.

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 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 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

Aviation, 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 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 6005 Class E airspace areas extending 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°04'07"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.

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ACE NE E5 Wahoo, NE

Wahoo Municipal Airport, NE
(lat. 41°14'25"N., long. 96°35'41"W.)
Wahoo NDB
(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 May 29, 1996.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 96-15333 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-33-M

14 CFR Part 73

[Airspace Docket No. 95-ASO-18]

Subdivision of Restricted Area R-2103, Fort Rucker, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action subdivides Restricted Area 2103 (R-2103), Fort Rucker, AL, into two separate areas, to permit more efficient use of the airspace. R-2103A is designated from the surface to but not including 10,000 feet mean sea level (MSL), and R-2103B is designated from 10,000 feet MSL to 15,000 feet MSL. This subdivision of the restricted areas utilize the existing lateral boundaries of R-2103. No new restricted airspace is established by this action.

EFFECTIVE DATE: 0901 UTC, August 15, 1996.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to 14 CFR part 73 subdivides R-2103, Fort Rucker, AL, into two separate areas to permit more efficient utilization of airspace. Currently, R-2103 extends from the surface to 15,000 feet MSL, with a time of designation of "continuous." The using agency has determined that the majority of mission activities currently do not require restricted airspace above 10,000 feet MSL. Certain activities, however, still require restricted airspace up to the 15,000 feet MSL ceiling, but not on a "continuous" basis. Under the current restricted area configuration, airspace is restricted up to 15,000 feet MSL even when mission activities do not require airspace above 10,000 feet MSL. This unnecessarily limits public access to a portion of the airspace. This amendment will subdivide the existing R-2103 as follows: R-2103A is designated from the surface to but not including 10,000 feet MSL, and retains a "continuous" time of designation. Cairns Approach Control, a U.S. Army air traffic control facility, is designated as the controlling agency for R-2103A, per agreement with the FAA, Jacksonville ARTCC. R-2103B is designated from 10,000 feet MSL to 15,000 feet MSL, with a time of designation of "By Notice to Airmen

(NOTAM) 6 hours in advance." The FAA, Jacksonville ARTCC is designated as the controlling agency for R-2103B. This change enables the using agency to accomplish its mission while improving the capability to activate only the minimum amount of restricted airspace necessary for that mission. There is no change to the lateral boundaries or activities conducted in the existing area. This action affects only the internal subdivision of an existing restricted area and enhances efficient airspace utilization. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary since this action is a minor amendment in which the public would not be particularly interested. The coordinates for this airspace docket are based on North American Datum 83. Section 73.21 of part 73 of the Federal Aviation Regulations was republished in FAA Order 7400.8C dated June 19, 1995.

Environmental Review

This action internally subdivides an existing restricted area and does not affect the lateral boundaries or overall vertical limits of restricted airspace. There are no changes to air traffic control procedures, routes, or type of activity conducted within these boundaries as a result of this amendment. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," and the National Environmental Policy Act.

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. 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 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 73

Airspace, Navigation (air).