

life limit. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$15,950,000.

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.

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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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), 40113, 44701.

§ 39.13 [Amended]

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

97-06-14 General Electric Company:

Amendment 39-9971. Docket 95-ANE-19.

Applicability: General Electric Company (GE) Model CF34-1A, -3A, and -3A2 turbofan engines, with fan disk part numbers (P/N's) 6020T62G04, 6020T62G05, 6078T00G01, or 5921T54G01 installed. These engines are installed on but not limited to Canadair Limited Model CL-600-2A12 and CL-600-2B16 aircraft.

Note 1: 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 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 as indicated, unless accomplished previously.

To prevent fan disk rupture, engine failure, and damage to the aircraft, accomplish the following:

(a) Remove from service fan disks, P/N's 6020T62G04, 6020T62G05, 6078T00G01, and 5921T54G01, prior to accumulating 9,000 cycles in service (CIS) since new, and replace with a serviceable part.

(b) For the purpose of this AD, a serviceable part is defined as a fan disk with less than 9,000 CIS.

(c) This AD defines a new life limit of 9,000 CIS for fan disks, P/N's 6020T62G04, 6020T62G05, 6078T00G01, and 5921T54G01.

(d) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine 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 May 27, 1997.

Issued in Burlington, Massachusetts, on March 11, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 97-7596 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ASW-15]

Establishment of Class D Airspace; McKinney, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Class D airspace extending upward from the surface to and including 2,900 feet mean sea level (MSL) at McKinney, TX. An air traffic control tower has begun providing air traffic control services for pilots operating at McKinney Municipal Airport. This action is intended to provide adequate controlled airspace for aircraft operating at McKinney Municipal Airport, McKinney, TX.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

History

On June 19, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class D airspace at McKinney, TX, was published in the **Federal Register** (61 FR 31063). A municipal contracted air traffic control tower has begun providing air traffic control services for pilots operating at McKinney Municipal Airport. The proposal was to establish adequate controlled airspace extending upward from the surface to and including 2,900 feet MSL within a 4-mile radius of the airport. The proposal was intended to provide controlled airspace at McKinney Municipal Airport.

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. The rule is therefore adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations for airspace areas are published in Paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D 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) establishes the Class D airspace located at McKinney Municipal Airport, McKinney, TX, to provide controlled airspace for aircraft operating with the services of the air traffic control tower.

The FAA has determined that this regulation only involves an established

body of technical regulations that need frequent and routine amendments 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 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. 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 5000: Class D airspace areas.

* * * * *

ASW TX D McKinney, TX [New]

McKinney, McKinney Municipal Airport, TX (Lat. 33°10'50"N., long. 095°35'26"W.)

That airspace extending upward from the surface to and including 2,900 feet MSL within a 4.0-mile radius of McKinney Municipal Airport. This Class D airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Director.

* * * * *

Issued in Fort Worth, TX, in March 19, 1997.

Albert L. Viselli,

Acting Manager, Air Traffic Division, Southwest Region.

[FR Doc. 97-7668 Filed 3-25-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Docket No. 97-AWP-13]

Revision of Class D and E Airspace; Sacramento, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action will change several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The 1996 name change of the Sacramento Metropolitan Airport to Sacramento International Airport has made this action necessary. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport.

DATES: *Effective date:* 0901 UTC, July 17, 1997. *Comment date:* Comments for inclusion in the Rules Docket must be received on or before May 1, 1997.

ADDRESSES: Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Operations Branch, AWP-530, Docket No. 97-AWP-13, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

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

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION: This action will change several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The 1996 name change of the Sacramento Metropolitan Airport to Sacramento International Airport has made this action necessary. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport. Class D airspace areas are published in Paragraph 5000 and Class E airspace areas are published in Paragraph 6002 and Paragraph 6003

of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designation listed in this document would be published subsequently in this Order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. This action changes several airspace legal descriptions to reflect the name change of the Sacramento International Airport. The intended effect of this action is to replace all references to Sacramento Metropolitan Airport with Sacramento International Airport. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, 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 or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this 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