

(FPI) for cracks the angle drive upper shroud tubes in accordance with R-R Service SB No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(2) Thereafter, at intervals not to exceed 50 CIS since last inspection, visually inspect and measure the fretage and FPI for cracks the angled drive upper shroud tubes, in accordance with R-R SB No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(3) Prior to further flight, remove from service angled drive upper shroud tubes that exhibit fretage measured in excess of 0.020 inches, or any cracks, and replace with serviceable parts.

(4) Installation of an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in accordance with R-R SB No. RB.211-72-C114, dated February 6, 1997, constitutes terminating action to the inspection requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

(5) Prior to initiation of ETOPS, or prior to September 30, 1997, whichever occurs first, install an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in accordance with R-R SB No. RB.211-72-C114, dated February 6, 1997.

(b) Inspect the intermediate gearbox housing (IGH) and external gearbox lower bevel box (LBB) housing as follows:

(1) Within 5 CIS after the effective date of this AD, perform an initial visual inspection

of the IGH and LBB housing for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(2) Within 10 CIS after the effective date of this AD, perform an initial FPI of the IGH for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(3) Thereafter, at intervals not to exceed 5 CIS since last visual inspection, visually inspect the IGH and LBB housing for cracks, and at intervals not to exceed 10 CIS since last FPI, FPI the IGH, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(4) Within 10 CIS after the effective date of this AD, perform an FPI of the IGH for porosity in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(5) Within the next 5 CIS, remove from service IGHs that exhibit porosity levels in excess of the acceptable criteria listed in the SB and replace with serviceable parts.

(6) Prior to further flight, remove from service cracked IGHs and LBB housings and replace with serviceable parts.

(c) Inspect the master magnetic chip detector as follows:

(1) Within 100 hours time in service (TIS) after the effective date of this AD, perform an initial inspection of the master magnetic chip detector in accordance with Mandatory SB

No. RB.211-79-C093, Revision 1, February 28, 1997.

(2) Thereafter, at intervals not less than 60 hours TIS and not greater than 130 hours TIS since last inspection, perform repetitive inspections of the master magnetic chip detector in accordance with Mandatory SB No. RB.211-79-C093, Revision 1, dated February 28, 1997.

(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 inspection requirements of this AD can be accomplished.

(f) The actions required by this AD shall be performed in accordance with the following R-R service documents:

Document No.	Pages	Revision	Date
SB No. RB.211-72-C089	1-3	1	Jan. 24, 1997.
Total pages: 3.			
SB No. RB.211-72-C129	1-3	2	Mar. 21, 1997.
	4-6	1	Mar. 7, 1997.
	7	2	Mar. 21, 1997.
Total pages: 7.			
SB No. RB.211-72-C114	1-48	Original ..	Feb. 6, 1997.
Supplement	1-4	Original ..	Feb. 6, 1997.
Total pages: 52.			
SB No. RB.211-79-C093	1,2	1	Feb. 28, 1997.
Total pages: 2.			

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 Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 15, 1997.

Issued in Burlington, Massachusetts, on April 14, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-10469 Filed 4-29-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-008]

Establishment of Class E Airspace; Mount Oliver, PA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Mount Oliver, PA, to accommodate a Standard Instrument Approach Procedure (SIAP), Helicopter Point In Space Approach based on the Global Positioning System (GPS), serving Pittsburgh City Center Hospital Heliport. The intended effect of this action is to provide adequate controlled

airspace for instrument flight rules (IFR) operations to the heliport.

EFFECTIVE DATE: 0901 UTC, July 17, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On March 11, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Warren, PA (62 FR 11127). This action would provide adequate Class E

airspace for IFR operations to Pittsburgh City Center Hospital Heliport.

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 designations are published in paragraph 6005 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 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) establishes Class E airspace area at Mount Oliver, PA, to accommodate a GPS SIAP Point In Space Approach and for IFR operations to Pittsburgh City Center Hospital Heliport.

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 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; EO 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective

September 16, 1996, is amended as follows:

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

* * * * *

AEA PA E5 Mount Oliver, PA [New]

Pittsburgh City Center Hospital Heliport, PA
Point In Space Coordinates
(Lat. 40°25'09"N., long. 79°57'31"W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point In Space serving Pittsburgh City Center Hospital Heliport excluding that portion that coincides with the Pittsburgh PA Class E airspace area.

* * * * *

Issued in Jamaica, New York, on April 18, 1997.

John S. Walker,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 97–11219 Filed 4–29–97; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AEA–004]

Establishment of Class E Airspace; Warren, PA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Warren, PA, to accommodate a Standard Instrument Approach Procedure (SIAP), Helicopter Point In Space Approach based on the Global Positioning System (GPS), serving Warren General Hospital Heliport. The intended effect of this action is to provide adequate controlled airspace for instrument flight rules (IFR) operations to the heliport.

EFFECTIVE DATE: 0901 UTC, July 17, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA–530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553–4521.

SUPPLEMENTARY INFORMATION:

History

On March 3, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Warren, PA (62 FR 9392). This action would

provide adequate Class E airspace for IFR operations to Warren General Hospital Heliport.

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 designations are published in paragraph 6005 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 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) establishes Class E airspace area at Warren, PA, to accommodate a GPS SIAP Point In Space Approach and for IFR operations to Warren General Hospital Heliport.

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 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

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Adoption of the Amendment

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PART 71—[AMENDED]

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§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points,