

(4) For the left-and right-hand mid passenger/crew door structure on Model A300 B1, B2, and B4 series airplanes; and for the right-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes; on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(5) For the left-and right-hand mid passenger/crew door structure on Model A300 B1, B2, and B4 series airplanes; and for the right-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes; on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(6) For the left-hand mid passenger/crew door structure on Model A300 C4 and F4 series airplanes on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 5,200 landings.

(7) For the left-hand mid passenger/crew door structure on Model A300 C4 and F4

series airplanes on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 2,300 landings.

(8) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(9) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(10) For the areas around the fasteners in the vicinity of stringer 12 on the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

(g) Prior to the accumulation of 20,000 total landings, or within 1 year after the effective date of this AD, whichever occurs later: Modify the passenger/crew door structures in accordance with Airbus Service Bulletin A300-53-192, Revision 7, dated July 13, 1992. Accomplishment of this modification

constitutes terminating action for the repetitive inspections required by paragraph (f) of this AD.

(h) 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, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(i) 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.

(j) The inspections and repairs shall be done in accordance with the following Airbus service bulletins, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
A300-53-204, Revision 6, October 11, 1993 .....	1, 2, 11, 12 .....	6 .....	October 11, 1993.
	3-5, 7-10, 13-17 .....	3 .....	September 25, 1990.
	6 .....	4 .....	April 18, 1991.
A300-53-233, Revision 1, April 18, 1991 .....	1, 6 .....	1 .....	April 18, 1991.
	2-5, 7-17 .....	Original .....	December 5, 1990.
A300-53-227, Revision 1, April 29, 1992 .....	1-4, 6, 7, 11, 12, 16-18, 37-50, 57, 58, 62, 64, 67, 68, 91, 92, 97, 98, 110, 116.	1 .....	April 29, 1992.
	5, 8-10, 13-15, 19-36, 51-56, 59-61, 63, 65, 66, 69-90, 92A-96, 99-109, 111-115.	Original .....	December 3, 1990.

The modification shall be done in accordance with Airbus Service Bulletin A300-53-192, Revision 7, dated July 13, 1992, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 2, 107, 122 .....	7 .....	July 13, 1992.
3, 4, 21, 22, 41-54 .....	5 .....	April 11, 1991.
5, 59 .....	4 .....	September 25, 1990.
6, 6A, 7, 8, 11-17, 23, 27, 29, 30, 55-58, 60-92, 94-106, 108 .....	1 .....	July 24, 1989.
9, 10, 18-20, 24-26, 28, 93, 31-40, 110-114, 116-121 .....	3 .....	February 5, 1990.
109, 115 .....	6 .....	February 25, 1992.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on June 27, 1997.

Issued in Renton, Washington, on May 12, 1997.

**Darrell M. Pederson,**

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

[FR Doc. 97-12859 Filed 5-22-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 95-AEA-09]

#### Revocation of Class D Airspace and Class E4 Airspace; Plattsburgh, NY

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

**SUMMARY:** This action revokes the Class D airspace designated as a surface area for Plattsburgh, NY. The rule also revokes the Class E4 surface areas designated as an extension to Class D airspace at Plattsburgh, NY.

**EFFECTIVE DATE:** 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis 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 February 27, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by revoking Class D airspace designated as a surface area for Plattsburgh, NY. The proposal also included the revocation of the Class E4 surface areas designated as an extension to the Class D airspace (61 FR 7227). As a result of the Base Realignment and Closure program, Plattsburgh Air Force Base has been closed and all flight operations eliminated.

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 D airspace area designations 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. Class E4 airspace area designations are published in paragraph 6004 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 and the Class E4 airspace designation listed in this document will be revoked and removed from the Order.

##### The Rule

The amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) revokes the Class D airspace area and Class E4 airspace area at Plattsburgh, NY.

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 5000 Class D airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

##### AEA NY D Plattsburgh, NY [Removed]

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*Paragraph 6004 Class E airspace areas designated as an extension to a Class D area.*

\* \* \* \* \*

##### AEA NY E4 Plattsburgh, NY [Removed]

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Issued in Jamaica, New York on May 7, 1997.

**John S. Walker,**

*Manager, Air Traffic Division, Eastern Region.*  
[FR Doc. 97-13582 Filed 5-22-97; 8:45 am]

BILLING CODE 4910-13-M

**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class D airspace and Class E5 airspace at Calverton Naval Weapons Reserve Plant (Peconic), Calverton, NY. All standard instrument approaches (SIAPs) have been canceled and the airport closed. Controlled airspace will no longer be needed to contain Instrument Flight Rules (IFR) operations within these areas.

**EFFECTIVE DATE:** 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis 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 February 27, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by revoking Class D airspace designated as a surface area for Calverton Naval Weapons Industrial Reserve Plant (Peconic), NY. The proposal also included the revocation of the Class E5 airspace extending upward from 700 feet above the surface of the airport (61 FR 7228).

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 D airspace area designations 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. Class E5 airspace area 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 D airspace designation and the Class E5 airspace designation listed in this document will be revoked and removed from the Order.

##### The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) revokes the Class D airspace area and Class E5 airspace area at Calverton, NY. The cancellation of IFR procedures and the closure of the Calverton Naval Weapons Industrial Reserve Plant (Peconic Field) airport has nullified the requirement for the associated Class D and Class E airspace areas.

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### CFR Part 71

[Airspace Docket No. 95-AEA-11]

##### Revocation of Class D Airspace and Class E5 Airspace; Calverton, NY

**AGENCY:** Federal Aviation Administration (FAA) DOT.