

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 (b) to request approval from the 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 inflight engine shutdown, accomplish the following:

(a) Remove from service Part Numbers (P/N) 4-101-006-20, -21, -24, -26, -35, -36, and -40 cast material axial compressor rotors, as follows:

(1) For axial compressor rotors P/N 4-101-006-35 with serial number suffix "E," remove in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-

72-30-0088, Revision 5, dated September 25, 1992, within 50 hours time in service (TIS), or 60 days after the effective date of this AD, whichever occurs first.

(2) For axial compressor rotors P/N 4-101-006-35 with serial number suffix other than "E," and all other axial compressor rotors with P/N listed in paragraph (a) of this airworthiness directive (AD), remove in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, as follows:

(i) For axial compressor rotors that have accumulated 600 hours or less TIS since new, remove within 100 hours TIS, or 120 days after the effective date of this AD, whichever occurs first.

(ii) For axial compressor rotors that have accumulated more than 600 but less than or equal to 1,200 hours TIS since new, remove within 300 hours TIS, or 240 days after the effective date of this AD, whichever occurs first.

(iii) For axial compressor rotors that have accumulated more than 1,200 but less than or equal to 2,400 hours TIS since new, remove within 600 hours TIS, or 360 days after the effective date of this AD, whichever occurs first.

(iv) For axial compressor rotors that have accumulated more than 2,400 hours TIS since new, remove within 1,200 hours TIS,

or 720 days after the effective date of this AD, whichever occurs first.

(3) Replace with a serviceable wrought material axial compressor rotor P/N 4-101-006-28, -32, -39, or -41, as applicable, in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992.

(b) 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: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) 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.

(d) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
Textron Lycoming SB No. LT 101-72-30-0088	1-4	5	September 25, 1992.
Total Pages: 5.			

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 AlliedSignal, Inc., 550 Main Street, Stratford, CT 06497. 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.

(e) This amendment becomes effective on October 2, 1995.

Issued in Burlington, Massachusetts, on July 20, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-18551 Filed 7-31-95; 10:37 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ASO-15]

Removal of Class D Airspace; Fort Rucker Shell, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment removes Class D airspace at Fort Rucker Shell, AL. The United States Army has altered the operational requirements of Shell Army Heliport (AHP) and transferred the training mission from Shell Army AHP to another location. Therefore, there is no longer a requirement for Class D airspace for the heliport.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT: Stanley Zylowski, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

The United States Army altered the operational requirements of and transferred the former training mission from Shell AHP to another location. As a result, the United States Army requested the Federal Aviation Administration to remove the Class D airspace for the heliport, as it is no longer needed. There is no instrument flight rules (IFR) activity and visual

flight rules (VFR) activity has been significantly reduced. This action will eliminate the impact that Class D airspace has placed on users of the airspace in the vicinity of Shell AHP. This rule will become effective on the date specified in the **DATES** section. Since this action removes the Class D airspace, which eliminates the impact of Class D airspace on users of the airspace in the vicinity of Shell AHP, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes Class D airspace at Fort Rucker Shell, AL. The United States Army has altered the operational requirements of Shell AHP and transferred the training mission from Shell AHP to another location. Therefore, there is no longer a requirement for Class D airspace for the 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. 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; EO 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 Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 Class D airspace.

* * * * *
ASO AL D Fort Rucker Shell, AL [Removed]
* * * * *

Issued in College Park, Georgia, on July 24, 1995.

Stanley Zylowski,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 95–18918 Filed 8–2–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Docket No. 95–ANE–28]

Amendment to Class D and Class E Airspace; Hartford, CT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment will modify the Class D and Class E airspace areas established in the vicinity of the Hartford-Brainard Airport, Hartford, CT.

Those airspace areas also define controlled airspace to contain aircraft operating to and from the Rentschler Airport, a privately operated airport in East Hartford, CT. The owner of Rentschler Airport has recently closed the control tower. Therefore, this action is necessary to revise the Class D and Class E airspace in the vicinity of the Rentschler and Hartford-Brainard airports.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT: Joseph A. Bellabona, System Management Branch, ANE–530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803–5299; telephone: (617) 238–7536; fax: (617) 238–7596.

SUPPLEMENTARY INFORMATION:

History

On May 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class D and Class E airspace areas established in the vicinity of the Hartford-Brainard Airport, Hartford, CT. That action was prompted by the closing of the control tower at the privately operated Rentschler Airport. The proposed action would also provide the necessary controlled airspace to accommodate the Standard Instrument Approach Procedures (SIAP’s) that remain at the now closed Rentschler Airport.

Interested parties were invited to participate in this rule making proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. One comment noted a misspelling of the name of the Hartford-Brainard Airport, and a minor correction to the longitude and latitude coordinates for that airport. The FAA has made these minor changes to the rule. Class D and Class E airspace areas are published in FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. Class D areas appear in paragraph 5000 of FAA Order 7400.9B, and Class E areas extending upward from 700 feet or more above the surface of the earth appear in paragraph 6005. The Class D and Class E airspace designations in this document would be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Hartford, CT Class D and the Hartford, CT Class E airspace

areas by revising those areas in the vicinity of the Hartford-Brainard and Rentschler Airports, and by providing the necessary controlled airspace to accommodate the SIAP’s to the Rentschler Airport.

The FAA has determined that this proposed regulation involves only an established body of technical regulations for which frequent and routine amendments are necessary to keep the regulations 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 economic cost will be so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, the FAA certifies 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 part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; 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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 General
* * * * *

ANE CT D Hartford, CT [Revised]

Hartford Brainard Airport, Hartford, CT
(Lat. 41°44’11” N, long. 72°39’01” W)

That airspace extending upward from the surface to and including 2,500 feet MSL within 4.6-mile radius of Hartford-Brainard Airport from the Hartford Brainard Airport 158° bearing clockwise to the Hartford-Brainard Airport 052° bearing, and with a 6.0-mile radius of Hartford-Brainard Airport from the Hartford-Brainard Airport 052° bearing clockwise to the 158° bearing;