

September 16, 1995, is amended as follows:

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

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ASO GA E5 Jasper, GA [Revised]

Jasper/Pickens County Airport, GA
(lat. 34°27'05" N, long. 84°27'24" W)
Canton/Cherokee County Airport
(lat. 34°18'38" N, long. 84°25'26" W)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Jasper/Pickens County Airport and within an 8.5-mile radius of the Canton/Cherokee County Airport.

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Issued in College Park, Georgia, on November 8, 1995.

Benny L. McGlamery,
*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 95-28739 Filed 11-22-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-AGL-19]

Modification of Class E Airspace; Rice Lake, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class E5 airspace to accommodate a Very High Frequency Omnidirectional Range (VOR) for runway 1/19 approach and a Nondirectional Radio Beacon (NDB) for runway 19 approach at Rice Lake Regional-Carl's Field Airport, Rice Lake, WI. Additional controlled airspace extending upward from 700 to 1,200 feet above ground level (AGL) is needed for aircraft executing the approach at Regional-Carl's Field Airport.

DATES: Comments must be received on or before December 23, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 95-AGL-19, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The Official docket may be examined in the office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

An informal docket may also be examined during normal business hours at the Air Traffic Division, System Management Branch, Federal Aviation

Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Eleanor J. Williams, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-AGL-19." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of the Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-3484.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No.

11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E5 airspace to accommodate a Very High Frequency Omnidirectional Range (VOR) for runway 1/19 approach and a Nondirectional Radio Beacon (NDB) for runway 19 approach at Rich Lake Regional-Carl's Field Airport, Rice Lake, WI. Additional controlled airspace extending upward from 700 to 1,200 feet AGL is needed to contain aircraft executing the approach at Regional-Carl's Field Airport. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas are published in paragraph 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 would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (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 the Federal Aviation Administration Order 7400.9C, Airspace Designation and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

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

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AGL WI E5 Rice Lake, WI [Revised]

Rice Lake Regional-Carl's Field Airport, WI
(lat. 45°25'14" N, long. 91°46'25" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rice Lake Regional-Carl's Field Airport, excluding that airspace within the Cumberland, WI, airspace area.

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Issued in Des Plaines, Illinois on November 8, 1995.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 95-28740 Filed 11-22-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-NM-95-AD]

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Jetstream Model 4101 airplanes. This proposal would require inspections of the handrail assembly at the main entrance door to detect loose or missing rivets, abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and cracks on the handrail pivot-tube. It would also require repair or replacement of the assembly, if necessary. This proposal is prompted by a report indicating that fatigue cracks and loose rivets were found on the handrail assembly of the main passenger entrance door on an in-service airplane. The actions specified by the proposed AD are intended to prevent these conditions, which can lead to the failure of the door handrail assembly; such failure could allow the door to fall free and subsequently cause injury to people on the airplane or on the ground.

DATES: Comments must be received by January 2, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-95-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-95-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-95-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has notified the FAA that an unsafe condition may exist on certain Jetstream Model 4101 airplanes. The CAA advises that cracks and loose rivets have been found on the handrail assembly of the main passenger entrance door. These conditions are the result of fatigue stress. If such cracking were to lead to complete failure of the handrail assembly, the entrance door, which is hinged on the bottom, could fall free. This condition, if not corrected, could result in injury to passengers, flightcrew, or groundcrew.

Description of Relevant Service Information

Jetstream has issued Alert Service Bulletin J41-A52-036, dated June 13, 1994, which describes procedures for conducting repetitive inspections of the handrail assembly at the main entrance door to detect:

1. loose or missing rivets,
2. abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and
3. cracks on the handrail pivot-tube.

If the inspection reveals evidence of loose or missing rivets or abnormal movement between the handrail pivot-tube and the spigot, the service bulletin calls for removing the rivets and conducting inspections for elongation of the rivet holes and for cracks in the pivot tube under the cross-tube fitting and pivot rod.

If the inspection reveals evidence of elongation of the rivet holes, the service bulletin calls for drilling the holes to a certain maximum diameter and installation of new rivets.

If any of the inspections reveal evidence of cracking in the assembly, the service bulletin calls for installing either:

1. a standard handrail assembly;
2. an interim reinforcement of the handrail assembly, or
3. structural improvements to the door and door support, and a completely redesigned handrail assembly.

If a standard handrail assembly is installed, the repetitive inspections must continue. If the interim reinforcement is installed, or if the