

"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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 a new airworthiness directive (AD) to read as follows:

96-10-02 HB Flugtechnik GMBH: Amendment 39-9607; Docket No. 95-CE-30-AD.

Applicability: Model HB-23/2400 sailplanes (serial numbers 23001 through 23048), certificated in any category.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (f) 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 initially within the next 50 hours time-in-service (TIS) after the effective date of this AD, and as indicated in the body of this AD thereafter, unless already accomplished.

To prevent failure of the elevator control system, which, if not detected and corrected, could result in possible loss of elevator

control and loss of the sailplane, accomplish the following:

(a) Inspect (one time) for bending and dents on the elevator control push rod tube. If the push rod tube is damaged, prior to further flight, replace the elevator control push rod tube in accordance with HB Flugtechnik GmbH (Flugtechnik) service bulletin (SB) HB-23/18/91, dated October 28, 1991.

(b) Inspect the clearance between the elevator control lever and the elevator control push rod, ensuring the clearance remains at least 3 mm. If clearance is not 3 mm, prior to further flight, adjust in accordance with the maintenance manual.

(c) Inspect the threaded portion of the adjustable push rod joints (located at each end of the push rod) for fatigue cracks and deformation, and if cracked or damaged, (based on the fatigue evaluation), prior to further flight, replace the joints on both ends of the push rod in accordance with Flugtechnik SB HB-23/17/91, dated October 28, 1991.

(d) Repetitively inspect the threaded portion of the adjustable push rod joints, at intervals not to exceed 500 hours time-in-service (TIS) thereafter for cracks or deformation, and if cracked or damaged, prior to further flight, replace the joints as necessary, in accordance with Flugtechnik SB HB-23/17/91, dated October 28, 1991.

(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 sailplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) The inspections and modifications required by this AD shall be done in accordance with ING Heino Broitschka Flugtechnik Ges.m.b.H Service Bulletin HB-23/17/91, dated October 28, 1991, and ING Heino Broitschka Flugtechnik Ges.m.b.H Service Bulletin HB-23/18/91, dated October 28, 1991. 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 HB Flugtechnik GmbH, Dr. Adolf Scharfstr, 42, PF 74, A-4053 Haid, Austria. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-9607) becomes effective on June 12, 1996.

Issued in Kansas City, Missouri, on April 24, 1996.

Henry A. Armstrong,
*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 96-10914 Filed 5-2-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-AGL-15]

Modification of Class E Airspace; Alliance, OH, Salem, OH, and Youngstown, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E5 airspace at Youngstown-Warren Regional Airport, Youngstown, OH and revises the exclusionary language in the Class E5 airspace designations for Alliance, OH and Salem, OH, due to the closing of the Youngstown Executive Airport, Youngstown, OH, on August 15, 1995. The intent of this action is to provide adequate controlled airspace for the existing procedures at Youngstown, OH and to modify the airspace designations at Alliance and Salem, OH, to reflect the closure of Youngstown Executive Airport.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT: Nancy Cibic, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On February 6, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class E5 airspace area at Youngstown-Warren Regional Airport, Youngstown, OH, and to modify the language for the Class E5 airspace designations for Alliance, OH and Salem, OH.

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 was received. Class E airspace designations for airspace extending upward from 700 feet or more above ground level 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 designations 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) modifies the Class E5 airspace at Youngstown-Warren Regional Airport, Youngstown, Ohio and revises the language for the Class E5 airspace designations for Alliance, OH and Salem, OH. The closing of the Youngstown Executive Airport, Youngstown, OH on August 15, 1995 and deletion of the airport's VOR Runway 11/29 Standard Instrument Approach Procedure (SIAP) require this modification to ensure that the procedures at Youngstown-Warren Regional Airport are contained within controlled airspace and that the Alliance and Salem, OH, Class E airspace designations are appropriately identified.

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 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. 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 Designations and Reporting Points, dated August 17, 1995, and effective

September 16, 1995, is amended as follows:

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

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AGL OH E5 Alliance, OH [Revised]

Alliance, Miller Airport, OH
(Lat. 40°58'54" N, long. 81°02'31" W)
Sebring, Tri-City Airport, OH
(Lat. 40°54'21" N, Long. 81°00'00" W)

That airspace extending upward from 700 feet above the surface within a 6.2-mile radius of Miller Airport and within a 6.2-mile radius of the Tri-City Airport.

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AGL OH E5 Salem, OH [Revised]

Salem Airpark Incorporated Airport, OH
(Lat. 40°56'53" N, long. 80°51'43" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Salem Airpark, Inc. Airport, excluding that airspace within the Alliance, OH, Youngstown Elser Metro Airport, OH, Class E Airspace areas.

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AGL OH E5 Youngstown Warren Regional Airport, OH [Revised]

(Lat. 41°15'32" N, long. 80°40'34" W)
Youngstown, Landsdowne Airport, OH
(Lat. 41°07'50" N, long. 80°37'10" W)
Youngstown VORTAC
(Lat. 41°19'52" N, long. 80°40'29" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Youngstown-Warren Regional Airport and within 3.1 miles each side of the Youngstown VORTAC 358° radial extending from the 6.9-mile radius to 10 mile north of the VORTAC, and within the 6.2-mile radius of the Landsdowne Airport.

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Issued in Des Plaines, Illinois on April 1, 1996.

Maureen Woods,

Acting Manager, Air Traffic Division.

[FR Doc. 96–11025 Filed 5–2–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–AEA–14]

Establishment of Class E Airspace; Richlands, VA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Richlands, VA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 25 at Tazewell County Airport has made this action necessary. The intended effect of this action is to

provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Tazewell County Airport.

EFFECTIVE DATE: 0901 UTC, June 20, 1996.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances T. Jordan., Airspace Specialist, System Management 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 January 8, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Tazewell County Airport, Richlands, VA (61 FR 551). The development of a GPS SIAP at Tazewell County Airport has made this action necessary.

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 designations 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 will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E airspace area at Richlands, VA. The development of a GPS SIAP at Tazewell County Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 25 SIAP at the airport.

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