

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 performed in accordance with the following PWC SIL:

Document No.	Pages	Date
PW100-003	1	June 18, 1997

Total pages: 1.

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 Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G1A1; telephone (514) 647-2866, fax (514) 647-2888. 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 September 9, 1997.

Issued in Burlington, Massachusetts, on August 12, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-22308 Filed 8-22-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-228-AD; Amendment 39-10097; AD 97-16-06]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-600 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects the compliance time information in airworthiness directive (AD) 97-16-06 that was published in the **Federal Register** on August 1, 1997 (62 FR 41257). A portion of the specified compliance times was inadvertently omitted in the AD. This AD is applicable to all Airbus Model A300-600 series airplanes, and requires an inspection to detect cracks of certain attachment holes; and installation of a new fastener and follow-on inspections or repair, if necessary.

DATES: Effective September 5, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of

September 5, 1997 (62 FR 41257, August 1, 1997).

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2797; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 97-16-06, amendment 39-10097, applicable to all Airbus Model A300-600 series airplanes, was published in the **Federal Register** on August 1, 1997 (62 FR 41257). That AD requires an inspection to detect cracks of certain attachment holes; and installation of a new fastener and follow-on inspections or repair, if necessary.

As published, the phrase "whichever occurs later" after the compliance times specified in paragraphs (a)(1) and (a)(2) of the AD was inadvertently omitted.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains September 5, 1997.

In rule FR Doc. 97-20131 published on August 1, 1997 (62 FR 41257), make the following corrections:

§39.13 [Corrected]

1. On page 41258, in the third column, paragraph (a)(1) of AD 97-16-06 is corrected to read as follows:

* * * * *

(a) * * *

(1) For airplanes on which Airbus Modification 10454 (reference Airbus Service Bulletin A300-57-6050) has not been installed: Inspect prior to the accumulation of 13,800 total landings, or within 750 landings after the effective date of this AD, whichever occurs later.

* * * * *

2. On page 41258, in the third column, paragraph (a)(2) of AD 97-16-06 is corrected to read as follows:

* * * * *

(a) * * *

(2) For airplanes on which Airbus Modification 10454 (reference Airbus Service Bulletin A300-57-6050) or Airbus Modification 10155 has been installed: Inspect prior to the accumulation of 18,700 total landings, or within 750 landings after the effective date of this AD, whichever occurs later.

* * * * *

Issued in Renton, Washington, on August 19, 1997.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-22488 Filed 8-22-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-23]

Modification of Class E Airspace; Grafton, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Grafton, ND. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 17 and Amendment 1 to the GPS SIAP to Runway 35 have been developed for Grafton Municipal Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This proposal increases the radius, and adds an extension to the north and an extension to the south, of the existing Class E airspace. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

EFFECTIVE DATE: 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, May 28, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace at Grafton, ND (62 FR 28814). The proposal would add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

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 for airspace areas extending upward from 700 feet or more above the surface of the earth 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) modifies Class E airspace at Grafton, ND, to accommodate aircraft executing the GPS Runway 17 SIAP and the GPS Runway 35 SIAP at Grafton Municipal Airport by increasing the radius, and adding an extension to the north and an extension to the south, of the existing Class E airspace. Controlled airspace extending upward from 700 to 1200 feet AGL is needed to contain aircraft executing the approaches. The area will be depicted on appropriate aeronautical charts.

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 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, 9159–1963 comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the 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.

* * * * *

AGL ND E5 Grafton, ND [Revised]

Grafton Municipal Airport, ND
(Lat. 48°24'17"N, long. 97°22'15"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Grafton Municipal Airport and within 1 mile each side of the 360° bearing extending from the 6.5-mile radius to 9 miles north of the airport and within 1 mile each side of the 180° bearing extending from the 6.5-mile radius to 9 miles south of the airport.

* * * * *

Issued in Des Plaines, Illinois on July 29, 1997.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 97-22495 Filed 8-22-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-19]

Establishment of Class E Airspace; SD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace within the State of South Dakota, west of Winner, SD. This airspace action allows more flexibility for Part 135 and air ambulance operators and provides a safer environment for all aircraft flying in the described controlled airspace. Controlled airspace extending upward from 1200 feet above ground level (AGL) is needed to contain aircraft executing instrument flight rules (IFR) operations. The intended effect of this action is to provide segregation of aircraft using instrument procedures in instrument conditions from other aircraft operating in visual weather conditions.

EFFECTIVE DATE: 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, May 21, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR

part 71) to establish Class E airspace within the State of South Dakota, west of Winner, SD (62 FR 27706). The proposal was to add controlled airspace extending upward from 1200 feet AGL to contain IFR operations in controlled airspace while transiting between the enroute and terminal environments.

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 for airspace areas extending upward from 700 feet or more above the surface of the earth 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 within the State of South Dakota, west of Winner, SD. This airspace action provides adequate Class E airspace for operators executing IFR operations within the described controlled airspace. Controlled airspace extending upward from 1200 feet AGL is needed to contain aircraft executing IFR operations. The area will be depicted on appropriate aeronautical charts.

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: