

580 bulkhead, in accordance with Gulfstream Customer Bulletin No. 411, dated January 28, 1994. If any corrosion is found, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(b) For Model G-III series airplanes: Within 12 months after the effective date of this AD, perform a one-time detailed visual inspection, or perform an inspection using a backscattered radiation detection technique (ComScan), to detect corrosion of the FS 580 bulkhead, in accordance with Gulfstream Customer Bulletin No. 125, dated January 28, 1994. If any corrosion is found, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta ACO.

(c) For all airplanes: Within 10 days after accomplishing the inspection required by paragraph (a) or (b) of this AD, submit a report of the inspection results (both positive and negative findings) to the FAA, Manager, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30338-2748; fax (404) 305-7333. The report must include the information specified in paragraphs (d)(1), (d)(2), (d)(3), and (d)(4) of this AD. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(1) Airplane model, serial number, date of manufacture, and total number of hours time-in-service.

(2) Date of inspection, and method of inspection.

(3) Summary of inspection results, including extent and location of corrosion.

(4) List of parts replaced, if applicable.

(d) For all airplanes: Within 12 months after the effective date of this AD, add pressure sealing drain holes in the aft fuselage area; remove all the aluminum-backed foam insulation from the skins in the bays between Longerons #24 left and #24 right from FS 539 through FS 580 inclusive; modify the fuselage structure; modify the intercostals; drill drain holes in the area of Longeron #24L and Stringer #23L, and Longeron #24R and Stringer #23R; and treat the structural surfaces with corrosion inhibitor; in accordance with either paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) For Model G-II and G-IIB series airplanes: Perform the actions in accordance with Gulfstream Aircraft Service Change No. 463, dated July 21, 1995.

(2) For Model G-III series airplanes: Perform the actions in accordance with Gulfstream Aircraft Service Change No. 267, dated July 21, 1995.

(e) 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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(f) 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.

Issued in Renton, Washington, on June 17, 1996.

Darrell M. Pederson,
*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*
[FR Doc. 96-15955 Filed 6-21-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AAL-4]

Proposed Revision of Class D and E Airspace; Bethel, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This revision modifies the Class D and Class E airspace at Bethel, AK, to accommodate Visual Flight Rules (VFR) traffic in the Bethel area, landing and departing from Hanger Lake located about 2.5 miles northeast of the Bethel VORTAC. Several Bethel Airport user groups, during public discussion on the decommission of the Bethel Approach Control, requested an exclusion area for Hanger Lake to accommodate VFR landings and takeoffs during Instrument Flight Rules (IFR) weather conditions at Bethel. The area would be depicted on aeronautical charts for pilot reference. The intended effect of this proposal is to provide adequate exclusion from Bethel, AK, Class D and Class E airspace to accommodate Bethel user group requirements at Hanger Lake.

DATES: Comments must be received on or before August 12, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager,

System Management Branch, AAL-530, Docket No. 96-AAL-4, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, System Management Branch, Air Traffic Division, at the address shown above.

FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5902.

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. 96-AAL-4." 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 System Management Branch, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, 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 this Notice of Proposed Rulemaking (NPRM) by submitting a request to the System Management Branch, AAL-530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587. 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 D and Class E airspace at Bethel, AK. Changes to the Bethel airspace will incorporate an exclusion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 nautical miles northeast to the Bethel VORTAC. The changes are required to create a Hanger Lake exclusion area as requested by Bethel Airport user groups for VFR operations when Bethel has IFR weather conditions. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace area designations are published in paragraph 5000 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class E airspace areas designated as 700/1200 foot transition 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 (58 FR 36298; July 6, 1993). The Class D and Class E airspace designations listed in this document would be published subsequently in the Order. The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routing 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, when promulgated, 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

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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; 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 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 5000 Class D Airspace

* * * * *

AAL AK D Bethel, AK

Bethel Airport, AK

(Lat. 60°46'47" N, long. 161°50'17" W)

Bethel VORTAC

(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface to and including, 2,600 feet MSL within a 4.1-mile radius of the Bethel Airport, excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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

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AAL AK E4 Bethel, AK

Bethel Airport, AK

(Lat. 60°46'47" N, long. 161°50'17" W)

Bethel VORTAC

(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface within 3 miles each side of the 022° radial from the Bethel VORTAC, extending from the 4.1-mile radius of the Bethel Airport to 8.2 miles northeast of the airport,

excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC, within 3.4 miles each side of the Bethel VORTAC 006° radial, extending from the 4.1-mile radius of the Bethel Airport to 11 miles north of the Bethel VORTAC and within 3.5 miles each side of the Bethel VORTAC 213° radial extending from the 4.1-mile radius of the Bethel Airport to 10 miles southwest of the airport.

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Issued in Anchorage, AK, on June 12, 1996.
Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96-15986 Filed 6-21-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AAL-2]

Proposed Revision of Class E Airspace; Wrangell, St. Paul Island, Petersburg, and Sitka, AK; Establishment of Class E Airspace at Noatak, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to revise Class E airspace at Wrangell, St. Paul Island, Petersburg, and Sitka, AK, and establish Class E airspace at Noatak, AK. The FAA has developed Global Positioning System (GPS) instrument approach procedures at Wrangell Airport, James A. Johnson Airport (Petersburg), and Sitka Airport; a Microwave Landing System (MLS) approach procedure at St. Paul Island Airport; and Non-directional beacon (NDB)/Distance Measuring Equipment (DME) approach procedure at Noatak Airport, Alaska. Changes to the Wrangell airspace incorporated a new Wrangell Localizer course, provided new segment widths, and will declutter the chart depiction. Changes to the Petersburg airspace incorporated protected airspace for transition to approach, provided new segment widths to Fredericks Point NDB 140° bearing, corrected the misspelling of Level Island, and changed the altitude needed for the missed approaches. Changes to the Sitka airspace incorporated protected airspace for the holding pattern. Changes to the St. Paul Island airspace incorporated new coordinates for the airport and non-directional beacon. Noatak Class E airspace will be established for NDB/DME instrument approach procedures. This action will change the Noatak Airport status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR).