

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 propeller from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent propeller blade separation due to propeller blade shank cracking, which could result in loss of control of the aircraft, accomplish the following:

(a) Propeller blades that have been ultrasonically shear wave inspected in accordance with the requirements of AD 95-24-09 or AD 96-08-01 need not undergo another ultrasonic shear wave inspection in accordance with paragraph (b) of this AD. All affected propeller blades with S/N's less than 885751, however, must be inspected for mechanical damage in accordance with paragraph (c) of this AD by August 31, 1996. Propeller blades with S/N's less than 885751 that have not been ultrasonically shear wave inspected in accordance with AD 95-24-09 or AD 96-08-01 must undergo ultrasonic shear wave inspection in accordance with paragraph (b) of this AD prior to further flight, and must be inspected for mechanical damage in accordance with paragraph (c) of this AD by August 31, 1996; or must be inspected for mechanical damage in accordance with paragraph (c) of this AD prior to further flight.

(b) Prior to further flight, perform an ultrasonic shear wave inspection for cracks or surface indications in accordance with the applicable Hamilton Standard Service Bulletin (SB) or Alert Service Bulletin (ASB) described in paragraphs (b)(1) and (b)(2) of this AD unless accomplished previously in accordance with AD 95-24-09 or AD 96-08-01. Prior to further flight, remove from service propeller blades with ultrasonic shear wave readings that exceed the acceptable limits described in the applicable SB or ASB, and replace with serviceable propeller blades:

(1) Inspect, and if necessary, remove and replace with a serviceable propeller blade, in accordance with the Accomplishment Instructions of Hamilton Standard SB No. 14RF-9-61-86, Revision 4, dated November 9, 1995, propeller blade shanks with propeller blade spars, Part Number (P/N) 792231-1. These propeller blades may be identified by, but not limited to, Serial Numbers (S/N's) 853445 and higher except for the S/N's listed in Table 1 of this SB. Propeller blades inspected in accordance with the Original, Revision 1, Revision 2, or Revision 3 of Hamilton Standard SB No. 14RF-9-61-86, and which passed inspection, need not be ultrasonically shear wave inspected again.

(2) Remove propeller blade for off-wing inspection, inspect, and if necessary, replace with a serviceable propeller blade, in accordance with the Accomplishment Instructions of Hamilton Standard ASB No. 14RF-9-61-A90, dated November 9, 1995,

propeller blade shanks with propeller blade spars, P/N 782683-1. These propeller blades may be identified by, but not limited to, S/N's less than 853445, and propeller blades with S/N's greater than 853445 that are listed in Table 1 of this ASB.

(c) Perform a one-time visual and fluorescent penetrant inspection of the propeller blade shank for mechanical damage by August 31, 1996, in accordance with the Accomplishment Instructions of Hamilton Standard ASB No. 14RF-9-61-A92, Revision 2, dated March 6, 1996, on all propeller blade shanks with S/N's before 885751. Propeller blades inspected in accordance with the original or Revision 1 of Hamilton Standard ASB No. 14RF-9-61-A92, and which passed inspection or were repaired, need not be inspected again.

(1) Prior to further flight, remove from service propeller blades with mechanical damage that exceed repair limits specified in ASB No. 14RF-9-61-A92, Revision 2, dated March 6, 1996, and replace with serviceable parts.

(2) Prior to further flight, repair propeller blades with repairable damage in accordance with the procedures described in ASB No. 14RF-9-61-A92, Revision 2, dated March 6, 1996.

(d) Propeller blades removed from service in accordance with paragraph (c) of this AD, may be returned to service provided the blades are inspected for cracks and repaired in accordance with the procedures described in Hamilton Standard SB No. 14RF-9-61-105, dated July 24, 1996. Blades with damage that exceed repair limits specified in Hamilton Standard SB 14RF-9-61-105, dated July 24, 1996, cannot be returned to service.

(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, Boston Aircraft 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, Boston Aircraft Certification Office.

**Note:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

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

(g) The actions required by this AD shall be performed in accordance with Hamilton Standard Service Bulletin (SB) No. 14RF-9-61-86, Pages 1-34, Revision 4, dated November 9, 1995, Hamilton Standard Alert SB No. 14RF-9-61-A90, Pages 1-39, Original, dated November 9, 1995; Hamilton Standard Alert SB No. 14RF-9-61-A92, Pages 1-44, Revision 2, dated March 6, 1996, and Hamilton Standard SB No. 14RF-9-61-105, Pages 1-23, Original, dated July 24, 1996. The incorporation of Hamilton Standard ASB Nos. 14RF-9-61-86, 14RF-9-61-A90, and 14RF-9-61-A92, was approved previously in accordance with 5 U.S.C.

552(a) and 1 CFR part 51 as of May 1, 1996 (61 FR 16618, 4/16/96). The incorporation by reference of Hamilton Standard Service Bulletin No. 14RF-9-61-105, Pages 1-23, Original dated July 24, 1996, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of August 2, 1996. Copies may be obtained from Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096-1010; telephone (203) 654-6876. 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.

(h) This amendment revises AD 96-08-01, issued April 1, 1996.

(i) This amendment becomes effective on August 2, 1996.

Issued in Burlington, Massachusetts, on July 27, 1996.

Jay J. Pardee,

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

[FR Doc. 96-19560 Filed 7-31-96; 10:38 am]

**BILLING CODE 4910-13-U**

## Federal Aviation Administration

### 14 CFR Part 71

[Airspace Docket No. 96-ANM-012]

### Establishment of Class E Airspace; Grants Pass, OR

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes the Grants Pass, Oregon, Class E airspace to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the Grants Pass Airport.

**EFFECTIVE DATE:** 0901 UTC, December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-012, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

### SUPPLEMENTARY INFORMATION:

#### History

On June 12, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Grants Pass, Oregon, to accommodate a new GPS SIAP to the Grants Pass Airport (61 FR 29699). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth 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 listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of Federal Aviation Regulations establishes Class E airspace at Grants Pass, Oregon. 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 FAA 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.*

\* \* \* \* \*

ANM OR E5 Grants Pass, OR [New]

Grants Pass Airport, OR

(lat. 42°30'37"N, long. 123°23'17"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Grants Pass Airport and within 7 miles each side of a 331° bearing from the Grants Pass Airport extending from the 7-mile radius to 25 miles northwest of the airport.

\* \* \* \* \*

Issued in Seattle, Washington, on July 23, 1996.

Richard E. Prang,

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 96–19675 Filed 8–1–96; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 71

##### [Airspace Docket No. 96–ANM–013]

#### Establishment of Class E Airspace; Libby, MT

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes the Libby, Montana, Class E airspace to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the Libby Airport.

**EFFECTIVE DATE:** 0901 UTC, December 5, 1996.

##### FOR FURTHER INFORMATION CONTACT:

James C. Frala, Operations Branch, ANM–532.4, Federal Aviation Administration, Docket No. 96–ANM–013, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone number: (206) 227–2535.

##### SUPPLEMENTARY INFORMATION:

##### History

On June 12, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Libby, Montana, to accommodate a new GPS SIAP to the Libby Airport (61 FR 29700). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth 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 listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of Federal Aviation Regulations establishes Class E airspace at Libby, Montana. 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 FAA 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.*

\* \* \* \* \*

ANM MT E5 Libby, MT [New]

Libby Airport, MT

(lat. 48°17'02"N, long. 115°29'25"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Libby Airport and within 4 miles each side of the 345° bearing from the Libby Airport extending from the 7-mile radius to 10 miles northwest of the airport; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 48°19'00"N, long. 115°50'00"W; to lat. 48°19'00"N, long. 115°16'00"W; to lat. 48°45'00"N, long.