

wing front strut fittings, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the wing front strut fittings for cracks, scratches, or surface deformities in accordance with the instructions in American Champion Aircraft Corporation Service Letter 408, dated January 24, 1996. Figure 3 of Service Letter 408 depicts the crosshatched areas of the fittings that must be inspected. This service letter specifies both a visual inspection and the choice of either a dye penetrant, Zyglotest, ultrasonic, or x-ray inspection. Prior to further flight, replace any wing front strut fitting that has any crack, scratch, or surface deformity, with a wing front strut fitting that is found to be free of cracks, scratches, and surface deformities. Accomplish this replacement in accordance with the instructions in the applicable maintenance manual.

Note 2: American Champion Aircraft Corporation Service Letter 408 specifies replacing the wing strut fitting if scratches are found that are deeper than 0.010 inch. This AD requires replacing the wing strut fitting if any scratch is found and takes precedence over that specified in the service letter.

Note 3: American Champion Service Letter 408 only references wing front strut fittings, part numbers 3-1632-1 and 3-1632-2. Certain airplanes will incorporate wing front strut fittings, part numbers 3-1646R and 3-1646L, depending on the specific airplane design. The design of the critical area of the strut is the same and the inspection procedures apply to all of the above-referenced wing front strut fitting part numbers.

(b) Send the results of the inspection required by paragraph (a) of this AD within 10 calendar days after the inspection to the Manager, Chicago Aircraft Certification Office (ACO), 2300 E. Devon, room 232, Des Plaines, Illinois 60018. Include the airplane serial number, and the condition and number of hours time-in-service of each cracked or scratched wing front strut fitting at the time of inspection. (Reporting approved by the Office of Management and Budget under OMB no. 2120-0056.)

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago ACO, at the address specified in paragraph (b) of this AD. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(e) The inspections required by this AD shall be done in accordance with American Champion Aircraft Corporation Service Letter

408 dated January 24, 1996. 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 American Champion Aircraft Corporation, 32032 Washington Avenue, Rochester, Wisconsin 53167. 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., 7th Floor, suite 700, Washington, DC.

(f) This amendment (39-9508) becomes effective on February 26, 1996.

Issued in Kansas City, Missouri, on January 31, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-2684 Filed 2-12-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 71

[Airspace Docket No. 95-AWP-28]

### Establishment of Class E Airspace; Willcox, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Willcox, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runways (RWYs) 21/3 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Cochise County Airport, Willcox, AZ.

**EFFECTIVE DATE:** 0901 UTC April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 18, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Willcox, AZ (60 FR 65042). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWYs 21/3 at Cochise County Airport, Willcox, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments 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 E airspace designation listed in this document will be published subsequently in this Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E airspace area at Willcox, AZ. The development of a GPS SIAP to RWYs 21/3 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for aircraft executing the GPS RWYs 21/3 SIAP at Cochise County Airport, Willcox, AZ.

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 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*

\* \* \* \* \*

AWP AZ E5 Willcox, AZ [New]

Cochise County Airport, AZ  
(Lat. 32°14'39"N, long. 109°53'38"W)

That airspace extending upward from 700 feet above the surface within an 6.5-mile radius of Cochise County Airport.

\* \* \* \* \*

Issued in Los Angeles, California on January 25, 1996.

Rose L. Marino,

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 96-3173 Filed 2-12-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-39]

#### Amendment of Class E Airspace; Columbia, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Columbia, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Columbia Airport, Columbia, CA.

**EFFECTIVE DATE:** 0901 UTC April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 18, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Columbia, CA (60 FR 65045). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 35 at Columbia Airport, Columbia, CA.

Interested parties were invited to participate in this rulemaking

proceeding by submitting written comments on the proposal to the FAA. No comments 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 E airspace designation listed in this document will be published subsequently in this Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Columbia, CA. The development of a GPS SIAP to RWY 35 has made this action necessary. This action will provide adequate controlled airspace for aircraft executing the GPS RWY 35 SIAP at Columbia Airport, Columbia, CA.

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 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.*

\* \* \* \* \*

AWP CA E5 Columbia, CA [Revised]

Columbia Airport, CA  
(Lat. 38°01'50"N, long. 120°24'53"W)

Columbia NDB  
(Lat. 38°01'52"N, long. 120°24'50"W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Columbia Airport and within 2.6 miles each side of the 211° bearing from the Columbia NDB extending from the 5-mile radius to 10.4 miles south of the NDB and within 2 miles east of the 189° bearing from the Columbia NDB extending from the 5-mile radius to 7.8 miles south of the NDB.

\* \* \* \* \*

Issued in Los Angeles, California, on January 25, 1996.

Rose L. Marino,

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 96-3174 Filed 2-12-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AWP-43]

#### Amendment of Class E Airspace; Vacaville, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Vacaville, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 20 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Nut Tree Airport, Vacaville, CA.

**EFFECTIVE DATE:** 0901 UTC April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 18, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Vacaville, CA (60 FR 65043). This action will provide