

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 U.S.C. 106(g), 40113, 44701.

##### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing AD 93–25–08, Amendment 39–8774, and by adding a new airworthiness directive (AD) to read as follows:

96–21–11 The New Piper Aircraft, Inc.:  
Amendment 39–9788, Docket No. 95–CE–45–AD; Supersedes AD 93–25–08, Amendment 39–8774.

*Applicability:* The following Model and serial number airplanes, certificated in any category.

Model	Serial No.
PA31, PA31–300, and PA31–325.	31–2 through 31–8312019.
PA31–350 .....	31–5001 through 31–8553002.
PA31P .....	31P–1 through 31P–7730012.
PA31P–350 .....	31P–8414001 through 31P–8414050.
PA31T .....	31T–7400001 through 31T–8120104.
PA31T1 .....	31T–7804001 through 31T–8304003 and 31T–1104004 through 31T–1104017.
PA31T2 .....	31T–8166001 through 31T–8166076 and 31T–1166001 through 31T–1166008.
PA31T3 .....	31T–8275001 through 31T–8475001 and 31T–5575001.

Note 1: This AD applies to each airplane identified in the preceding applicability revision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes 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 (c) 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 within the next 200 hours time-in-service (TIS) after February 11, 1994 (effective date of AD 93–25–08) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

To prevent the main landing gear (MLG) from extending, when not selected and while the airplane is in flight, because of actuator reinforcement bracket failure, which could result in substantial airplane damage or loss of control of the airplane, accomplish the following:

(a) Replace any MLG actuator reinforcement bracket having part number (P/N) 40776–00 with a new MLG actuator reinforcement bracket, P/N 73786–02, in accordance with the INSTRUCTIONS section of Piper Service Bulletin (SB) No. 923, dated August 16, 1989.

(b) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2–160, College Park, Georgia 30337–2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

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

(d) Alternative methods of compliance approved in accordance with AD 93–25–08 (superseded by this action) are considered approved as alternative methods of compliance with this AD.

(e) The replacement required by this AD shall be done in accordance with Piper Service Bulletin No. 923, dated August 16, 1989. 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 The New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. 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.

(f) This amendment supersedes AD 93–25–08, Amendment 39–8774.

(g) This amendment (39–9738) becomes effective on December 16, 1996.

Issued in Kansas City, Missouri, on October 10, 1996.

Marvin R. Nuss,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96–26751 Filed 10–23–96; 8:45 am]

BILLING CODE 4910–13–U

#### **14 CFR Part 71**

**[Airspace Docket No. 96–AAL–17]**

#### **Revision of Class E Airspace; Port Heiden, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Port Heiden Airport, AK. The development of a Very High Frequency (VHF) omni-directional radio range (VOR)/Distance Measuring Equipment (DME) instrument approach to RWY 13 at Port Heiden, AK, has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Port Heiden Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**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) 271–5863.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On July 29, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Port Heiden was published in the Federal Register (61 FR 39368). The development of a VOR/DME instrument approach procedure to RWY 13 at Port Heiden Airport, AK, 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 to the proposals were received, thus, the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as 700/1200 foot transition areas are published in Paragraph 6005 of Federal Aviation Administration Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which are incorporated by reference in 14 CFR

71.1 (61 FR 48403; September 13, 1996). 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) establishes Class E airspace located at Port Heiden, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration has determined that these proposed regulations only involve 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 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. 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

AAL AK E5 Port Heiden, AK [Revised]

Port Heiden Airport, AK

(Lat. 56°57'32" N, long. 158°37'57" W)

Port Heiden NDB

(Lat. 56°57'15" N, long. 158°38'56" W)

Turnbull VOR/DME

(Lat. 56°57'04" N, long. 158°38'27" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Port Heiden Airport and within 4 miles north and 8 miles south of the 248° bearing of the Port Heiden NDB extending from the NDB to 20 miles west of the NDB and within 8 miles west and 4 miles east of the Port Heiden NDB 339° bearing extending from the NDB to 20 miles northwest of the NDB; and that airspace extending upward from 1200 feet above the surface within 13 miles west and 4 miles east of the Port Heiden NDB 339° bearing extending from 10 miles north of the NDB to 25 miles north of the NDB and within 17 miles of the Turnbull VOR/DME extending clockwise from the VOR/DME 213° radial to the VOR/DME 074° radial.

\* \* \* \* \*

Issued in Anchorage, AK, on October 15, 1996.

Willis C. Nelson,

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 96–27188 Filed 10–23–96; 8:45 am]

BILLING CODE 4910–13–P

#### 14 CFR Part 71

[Docket No. 96–ACE–12]

#### Amendment to Class E Airspace, Knob Noster, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

**SUMMARY:** This rule amends the Class E airspace area at Whiteman AFB, Knob Noster, MO. A review of Class E airspace revealed a need to increase the airspace area to contain Instrument Flight Rules (IFR) operations at Whiteman AFB. The effect of this rule is to provide additional controlled airspace for aircraft executing the Standard Instrument Approach Procedures (SIAP) and for departing aircraft to transition into controlled airspace.

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

#### FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Operations Branch, ACE–530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426–3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a

request for comments in the Federal Register on August 6, 1996 (152 FR 40717). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 5, 1996. No adverse comments were received, and thus this notice confirms that this final rule will become effective on that date.

Issued in Kansas City, MO, on September 30, 1996.

Herman J. Lyons, Jr.,

*Manager, Air Traffic Division, Central Region.*

[FR Doc. 96–27187 Filed 10–23–96; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 71

[Airspace Docket No. 96–AAL–18]

#### Establishment of Class E Airspace; Anvik, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action establishes Class E airspace at Anvik Airport, AK. The development of a non-directional beacon (NDB) instrument approach to RWY 35 at Anvik, AK, has made this action necessary. The airport status will change from a visual flight rules (VFR) to an instrument flight rules (IFR) airport. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Anvik Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

#### 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) 271–5863.

#### SUPPLEMENTARY INFORMATION:

##### History

On July 31, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Anvik was published in the Federal Register (61 FR 39920). The development of a NDB instrument approach procedure to RWY