

(ii) No crack extends under the angles having P/N 601R32208-79 and P/N 601R32208-81 on the aft side of the bulkhead web; and

(iii) No crack exists in angles having P/N 601R32208-79 and P/N 601R32208-81 on the aft side of the bulkhead web.

(2) If any cracking other than that identified in paragraphs (a)(1)(i), (a)(1)(ii), and (a)(1)(iii) of this AD is detected, prior to further flight, repair it in accordance with the method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate.

(b) Within 10 days after accomplishing the initial and repetitive detailed visual inspections required by paragraph (a) of this AD, submit a report of any finding(s) of cracking to the Manager, New York ACO, telephone (516) 256-7525; fax (516) 568-2716. 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.

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

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

(d) 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.

(e) The inspections shall be done in accordance with Canadair Regional Jet Alert Service Bulletin A601R-53-045, dated June 25, 1997. 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 Transport Canada Aviation. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 22, 1997. All persons except those persons to whom it was made immediately effective by emergency AD 97-14-11, issued on June 27, 1997, which contained the requirements of this amendment.

Issued in Renton, Washington, on July 11, 1997.

**James V. Devany,**

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

[FR Doc. 97-18934 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-P-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 96-ASW-11]

#### Establishment of Class E Airspace; Manila, AR

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet above ground level (AGL) at Manila Municipal Airport, Manila, AR. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 18 has made this action necessary. This action is intended to provide adequate controlled airspace for aircraft executing the NDB SIAP to RWY 18 at Manila Municipal Airport, Manila, AR.

**EFFECTIVE DATE:** 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

#### SUPPLEMENTARY INFORMATION:

##### History

On June 18, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Manila, AR, was published in the **Federal Register** (61 FR 30843). The development of a NDB SIAP to RWY 18 made the proposal necessary. The proposal was to establish adequate controlled airspace for aircraft executing the NDB SIAP to RWY 18 at Manila Municipal Airport, Manila, AR.

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. However, the proposed Manila, AR, Class E airspace did not exclude Blytheville, AR, Class E airspace. The description of the Manila, AR, Class E airspace has been revised to reflect this change. The FAA has determined that this change is relieving in nature and will not increase the scope of this rule. Except for the non-substantive change just discussed, the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations

for airspace areas 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 at Manila Municipal Airport, Manila, AR, to provide controlled airspace for aircraft executing the NDB SIAP to RWY 18.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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.*

\* \* \* \* \*

**ASW AR E5 Manila, AR [New]**

Manila, Manila Municipal Airport  
(Lat. 35°53'35" N., long. 90°09'17" W.)  
Manila NDB  
(Lat. 35°53'28" N., long. 90°09'25" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Manila Municipal Airport, and within 2.5 miles each side of the 007° bearing from the Manila NDB extending from the 6.3-mile radius to 6.9 miles north of the airport excluding that airspace within the Blytheville, AR, Class E airspace area.

\* \* \* \* \*

Issued in Fort Worth, TX, on June 23, 1997.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 97-18844 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-ASW-27]

**Revision of Class E Airspace; Athens, TX**

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

**ACTION:** Final rule.

**SUMMARY:** This section revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Athens, TX. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 35 at Athens Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the NDB SIAP to RWY 35 at Athens, Municipal Airport, Athens, TX. **EFFECTIVE DATE:** 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:****History**

On February 20, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Athens, TX, was published in the **Federal Register** (62 FR 7740). A NDB SIAP to RWY 35 developed for Athens Municipal Airport, Athens, TX, requires the

revision of the Class E airspace at this airport. The proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning 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 to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL 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) amends the Class E airspace located at Athens, TX, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing the NDB SIAP to RWY 35.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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 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.*

\* \* \* \* \*

**ASW TX E5 Athens, TX [Revised]**

Athens Municipal Airport, TX  
(Lat. 32°09'50" N., long. 95°49'42" W.)  
Athens, Lochridge Ranch Airport, TX  
(Lat. 31°59'22" N., long. 95°57'04" W.)  
Crossroads RBN  
(Lat. 32°03'49" N., long. 95°57'27" W.)  
Athens NDB  
(Lat. 32°09'34" N., long. 95°49'49" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Athens Municipal Airport and within 2.5 miles each side of the 177° bearing of the Athens NDB extending from the 6.5-mile radius to 7.3 miles south of the Athens Municipal Airport and within a 6.5-mile radius of Lochridge Ranch Airport and within 4 miles each side of the 356° bearing of the Crossroads RBN extending from the 6.5-mile radius to 9.2 miles north of the RBN.

\* \* \* \* \*

Issued in Fort Worth, TX, on June 23, 1997.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 97-18845 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 96-ASW-26]

**Revision of Class E Airspace; Longview, TX**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Longview, TX. The development of a VHF Omnidirectional Range (VOR) or Tactical Air Navigation (TACAN) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 13 at Gregg County Airport has made this action necessary. This action is