

current inspection to detect cracking of the longeron-to-frame attachment area and frame-to-skin shear clips of the aft fuselage, in accordance with the Accomplishment Instructions of McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996. If no cracking is detected, repeat these inspections thereafter at intervals not to exceed 12,500 landings, until the modification specified in paragraph (f)(1) of this AD is accomplished.

(d) For airplanes that are specified in McDonnell Douglas Service Bulletin DC9-53-150, Revision 2, dated February 27, 1991, and not subject to paragraph (a) of this AD: Prior to the accumulation of 30,000 total landings or within 4,000 landings after the effective date of this AD, whichever occurs later, perform a visual and eddy current inspection to detect cracking of the fuselage bulkhead at the front spar of the engine pylon of the aft fuselage, in accordance with the Accomplishment Instructions of McDonnell Douglas Service Bulletin DC9-53-150, Revision 2, dated February 27, 1991. If no cracking is detected, repeat these inspections thereafter at intervals not to exceed 4,000 landings, until the modifications required by paragraph (f)(2) of this AD is accomplished.

(e) If any cracking is detected during any inspection required by this AD: Prior to further flight, repair the cracking in accordance with either McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996; or McDonnell Douglas DC-9 Service Bulletin 53-150, Revision 2, dated February 27, 1991; as applicable. Thereafter, perform the inspections required by paragraph (a) of this AD.

(f) Prior to the accumulation of 86,000 total landings, or within 4 years after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (f)(1) and paragraph (f)(2) of this AD, as applicable.

(1) For airplanes that are subject to the requirements of paragraph (a), (b), or (c) of this AD: Accomplish the modification of the longeron-to-frame attachment area and frame-to-skin shear clips, in accordance with McDonnell Douglas Service Bulletin DC9-53-140, Revision 05, dated February 15, 1996. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1), (b), and (c) of this AD.

(2) For airplanes that are subject to the requirements of paragraph (a)(2) or (d) of this AD: Accomplish the modification of the fuselage bulkhead at the front spar of the engine pylon of the aft fuselage, in accordance with McDonnell Douglas Service Bulletin DC9-53-150, Revision 2, dated February 27, 1991. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(2) and (d) of this AD.

(g) Accomplishment of the requirements of this AD constitutes terminating action for the requirements of AD 96-10-11, amendment 39-9618, which requires modifications as specified in McDonnell Douglas Report No. MDC K1572, "DC-9/MD-80 Aging Aircraft Service Action Requirements Document" (SARD), Revision B, dated January 15, 1993.

(Both McDonnell Douglas Service Bulletin DC9-53-140, Revision 03, dated March 12, 1986; and McDonnell Douglas Service Bulletin DC9-53-150, Revision 2, dated February 27, 1991; are specified in that Douglas report.)

(h) 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, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(i) 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 January 16, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-1620 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 97-AGL-2]

Removal of Class D Airspace; Glenview, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to remove Class D airspace at Glenview, IL. This airspace is removed due to the closing of the Air Traffic Control Tower at Glenview CGAF, Glenview, IL. The airspace reverts to Class E5 Chicago, IL. The intended affect of this proposal is to provide an accurate description of controlled airspace for Glenview, IL.

DATES: Comments must be received on or before March 27, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 97-AGL-2, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch,

Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7558.

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. 97-AGL-2." 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 Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, 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 the Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. 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 remove Class D airspace at Glenview, IL. This airspace is removed due to the closing of the Air Traffic Control Tower at Glenview CGAF, Glenview, IL. This airspace reverts to Class E5 Chicago, IL. The intended affect of this action is to provide an accurate description of the controlled airspace near Glenview, IL. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class D airspace designations for airports are published in paragraph 5000 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 D airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this propose regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed 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 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 proposed 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, Incorporated by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

1. The authority citation for 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 5000 General

* * * * *

AGL IL D5 Glenview, IL [Removed]

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Issued in Des Plaines, Illinois on January 13, 1997.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 97-1927 Filed 1-24-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AGL-33]

Modification of Class E Airspace; St. Cloud, MN, St. Cloud Regional Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class E airspace at St. Cloud, MN. A Global Positioning System (GPS) standard instrument approach procedure (SIAP) to Runway 5 and a GPS SIAP to Runway 23 have been developed for St. Cloud Regional Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. The intended affect of this proposal is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

DATES: Comments must be received on or before March 10, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 96-AGL-33, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT:

John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

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-AGL-33.” 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 Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, 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 the Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. 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.