

059150-E0019, S/N 059150-E0020, S/N 059150-E0021, S/N 059150-E0022, S/N 059150-E0023, S/N 059150-E0024, S/N 059150-E0025, S/N 059150-E0026, S/N 059150-E0027, S/N 059150-E0028, S/N 059150-E0029, or S/N 059150-E0030 is installed; and, if installed, removing and replacing that bearing with an airworthy bearing.

The FAA estimates that 20 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 1.5 work hours per helicopter to determine the bearing's S/N, 12 work hours per helicopter to remove and replace a bearing, if necessary, and that the average labor rate is \$60 per work hour. Replacement bearings would cost \$8,765 per helicopter, however, replacement bearings are covered by a manufacturer's warranty. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,400, assuming five helicopters will require removal and replacement of the bearing.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

McDonnell Douglas Helicopter Systems:
Docket No. 96-SW-30-AD.

Applicability: Model MD-900 series helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (h) to request approval from the FAA. This approval may 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 helicopter from the applicability of this AD.

Compliance: Required before further flight, unless accomplished previously.

To prevent possible heat accumulation and resulting damage to the main rotor swashplate bearing (bearing) caused by the bearing races rotating relative to the bearing seat, which could result in degraded helicopter response to pilot control input and possible loss of control of the helicopter, accomplish the following:

(a) Disconnect the lower end of the main rotor pitch links. Disconnecting the drive link may make the inspection easier.

(b) Cut the safety wire and remove the inner and outer labyrinth seals, part number (P/N) 900C2010194-101 and P/N 900C201190-101, respectively, and the inner and outer bearing retaining rings.

(c) Inspect the bearing, part number (P/N) 900C3010100-101, to determine if it has one of the following serial numbers (S/N): S/N 059150-E0019, S/N 059150-E0020, S/N 059150-E0021, S/N 059150-E0022, S/N 059150-E0023, S/N 059150-E0024, S/N 059150-E0025, S/N 059150-E0026, S/N 059150-E0027, S/N 059150-E0028, S/N 059150-E0029, or S/N 059150-E0030.

Note 2: S/N's similar to those above were produced without the character "E" in the number. This AD is only concerned with those that contain the character "E".

(d) Enter into the helicopter Log Book the bearing S/N.

(e) If a bearing having one of the S/N's stated in paragraph (c) of this AD is installed on the helicopter, remove the bearing and replace it with an airworthy bearing prior to further flight.

(f) Prior to the installation of a swashplate assembly, inspect the bearing in accordance with the requirements of this AD.

(g) Report the results of all inspections required by this AD within 72 hours to the Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(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, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

Issued in Fort Worth, Texas, on January 20, 1997.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 97-2215 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 97-ANM-01]

Proposed Establishment of Class D and Class E Airspace, Redmond, Oregon

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would establish the Redmond, Oregon, Class D and Class E airspace areas to accommodate the commissioning of an Airport Traffic Control Tower (ATCT) at Roberts Field. Additionally, this notice proposes to redesignate the existing Class E surface area at Roberts Field as part-time to preclude the concurrent existence of the different classes of airspace designated as surface areas at the same location. These areas would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before March 8, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM-530, Federal Aviation Administration, Docket No. 97-ANM-01, 1601 Lind Avenue SW., Renton Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT:

James C. Frala, ANM-532.4, Federal Aviation Administration, Docket No. 97-ANM-01, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (206) 227-2535.

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-ANM-01." 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 the light of comments received. All comments submitted will be available for examination at the address listed above 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 this NPRM by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lund Avenue SW., Renton, Washington 98055-4056. Communications must identify the notice number of this NORM. Persons interested in being placed on a mailing list for future NORM'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 Regulation (14 CFR part 71) to establish Class D and Class E airspace at Redmond, Oregon, to accommodate the commissioning of an ATCT at Roberts Field. This notice proposes to establish Class D airspace, which is appropriate for an airport with an operating control tower, and to establish a Class E4 surface area, which is the appropriate designation for arrival extensions to Class D airspace. These areas would be designated part-time and effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time would thereafter be continuously published in the Airport/Facility Directory. Currently, the airspace encompassing Roberts Field is designated as Class E2 surface area and is in effect continuously. This notice also proposes to redesignate this area as part-time to preclude the concurrent existence of different classes of airspace designated as surface areas at the same location. These areas would be depicted on aeronautical charts for pilot reference.

The coordinates for this airspace docket are based on North American Datum 83. Class D and Class E airspace areas extending upward from the surface of the earth are published in paragraph 5000, paragraph 6004, and paragraph 6002, respectively, 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 and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ANM OR D Redmond, OR [New]

Remond, Roberts Field, OR
(Lat. 44°15'14" N, long. 121°09'00" W)

That airspace extending upward from the surface to, and including, 5,600 feet MSL within a 5.1-mile radius of Roberts Field. This Class D airspace area is effective during the specific dates and times established in advance by a Notice of Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

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ANM OR E4 Redmond, OR [New]

Redmond, Roberts Field, OR
(Lat. 44°15'14" N, long. 121°09'00" W)

Deschutes VORTAC
(Lat. 44°15'10" N, long. 121°18'13" W)

That airspace extending upward from the surface within 1.4 miles each side of the Deschutes VORTAC 269° and 089° radials extending from the 5.1-mile radius of Roberts Field to .9 mile west of the VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6002 Class E airspace areas designated as a surface area for an in airport.

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ANM OR E2 Redmond, OR [Revised]

Redmond, Roberts Field, OR
(Lat. 44°15'14" N, long. 121°09'00" W)
Deschutes VORTAC

(Lat. 44°15'10" N, long. 121°18'13" W)

Within a 5.1-mile radius of Roberts Field, and within 1.4 miles each side of the Deschutes VORTAC 269° and 089° radials extending from the 5.1-mile radius of the airport to .9 mile west of the VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Seattle, Washington, on January 13, 1997.

Glenn A. Adams III,
Assistant Manager, Air Traffic Division,
Northwest Mountain Region.
[FR Doc. 97-2092 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANM-027]

Proposed Amendment of Class E Airspace; Montrose, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This proposed rule would amend the Montrose, Colorado, Class E airspace to accommodate a new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the Montrose Regional Airport. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before March 15, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM-530, Federal Aviation Administration, Docket No. 96-ANM-027, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James C. Frala, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-027, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (206) 277-2535.

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-ANM-027." 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 the light of comments received. All comments submitted will be available for examination at the address listed above 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 this NPRM by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue SW, Renton, Washington 98055-4056. 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 amend Class E airspace at Montrose, Colorado, to accommodate a new GPS SIAP to the Montrose Regional Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from the surface of the earth, and from 700 feet or more above the surface of the earth, are published in Paragraph 6002 and Paragraphs 6005, respectively, 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 designations listed on this document

would be published subsequently in the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

ANM CO E2 Montrose, CO [Revised]

Montrose Regional Airport, CO
(Lat. 38°30'32" N, long. 107°53'38" W)
Montrose VOR/DME

(Lat. 38°30'23" N, long. 107°53'58" W)

That airspace extending upward from the surface within a 4.8-mile radius of the Montrose Regional Airport, and within 3.5 miles each side of the Montrose VOR/DME 313° radial extending from the 4.8-mile radius to 12.2 miles northwest of the VOR/DME, and within 2.5 miles each side of the Montrose VOR/DME 360° radial extending from the 4.8-mile radius to 8.5 miles north of the VOR/DME. This Class E airspace area is effective during the specific dates and