

(6) Incorrect bearing length and threadbound bolts, b) If the inspection reveals any evidence of damage or defects similar to the items in paragraphs (a)(1) through (a)(6), prior to further flight, accomplish Pilatus Modification NB/M/1147 by replacing the brackets, bushes, and bolts with brackets, bushes, and bolts of improved design in accordance with paragraphs 1, 2, 3, and 5 of the "ACTION—Rectification/Modification" section in Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981.

(c) If damage or defects are found on just one of the two brackets on each engine, then both brackets must be replaced, prior to further flight, in accordance with paragraph 1 of the "ACTION—Rectification/Modification" section in Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981.

(d) If no damage or defects are found similar to the items in paragraphs (a)(1) through (a)(6) of this AD, continue to inspect at intervals not to exceed 500 hours TIS, until the accumulation of 2,000 hours TIS after the effective date of this AD, at which time Modification NB/M/1147 must be accomplished on both upper mounting brackets on both engines in accordance with paragraphs 1, 2, 3, and 5 of the "ACTION—Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981.

(e) Accomplishing Modification NB/M/1147 in the "ACTION—Rectification/Modification" section of Pilatus SB No. BN-2/SB.61, Issue 5, dated December 9, 1981, is considered terminating action to the repetitive inspections required in paragraph (d) of this AD.

(f) 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.

(g) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Small Airplane Directorate.

(h) The inspections and modifications required by this AD shall be done in accordance with Pilatus Britten-Norman Ltd. Service Bulletin No. BN-2/SB.61, Issue 5, dated December 9, 1981. 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 Pilatus Britten-Norman Ltd., Bembridge, Isle of Wight, United Kingdom PO35 5PR. Copies may be inspected at the FAA, Central Region, Office of the Regional 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.

(i) This amendment (39-10173) becomes effective on November 24, 1997.

Issued in Kansas City, Missouri, on October 16, 1997.

Mary Ellen A. Schutt,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-28082 Filed 10-24-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AWP-17]

RIN 2120-AA66

Establishment of VOR Federal Airway; California

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes Federal Airway 607 (V-607) between Mendocino, CA, and Arcata, CA. This airway is necessary to efficiently manage air traffic operations during those periods when nonradar procedures are in use.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On June 10, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish V-607 between Mendocino, CA, and Arcata, CA (62 FR 33579). This airway is necessary to efficiently manage air traffic operations during those periods when nonradar procedures are in use. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes and a three degree radial change in the legal description from "Arcata, CA, 156° radial" to "Arcata, CA, 153° radial," this amendment is the same as that proposed in the notice.

Domestic VOR Federal Airways are published in paragraph 6010(a) of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997,

which is incorporated by reference in 14 CFR 71.1. The airway 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 V-607 between Mendocino, CA, and Arcata, CA. This airway is necessary to efficiently manage air traffic operations during those periods when nonradar procedures are in use.

Approximately 25 to 30 air carrier and general aviation flights per day currently fly a direct route, which coincides with the airway. During nonradar operations, however, all north/south traffic is forced onto V-27 and over the Fortuna Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC). This causes delays to, and conflicts with, departure aircraft that would not be necessary with the airway. Currently, the only alternative to V-27 is V-494; however, V-494 has a 13,000-foot mean sea level minimum en route altitude, and an over water segment which renders V-494 unsuitable for a large number of general aviation aircraft. Another problem arises whenever the Fortuna VORTAC is out of service since, at such times, both V-27 and V-494 cease to exist. This action will provide controllers and pilots with an alternative to V-27 and facilitate air traffic operations.

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. 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).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-607 [New]

From Mendocino, CA; INT Mendocino 346° and Arcata, CA, 153° radials; to Arcata.

* * * * *

Issued in Washington, DC, on October 6, 1997.

John S. Walker,

Program Director for Air Traffic Airspace Management.

[FR Doc. 97–28410 Filed 10–24–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 73

[Airspace Docket No. 97–ACE–6]

RIN 2120–AA66

Revocation of Restricted Area R–4501G; Fort Leonard Wood, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Restricted Area R–4501G, Fort Leonard Wood, MO. The FAA is taking this action in response to a Department of Army (DOA) determination that this restricted airspace is no longer required to support the Department of Defense (DOD) mission. All other areas pertaining to R–4501 remain intact and are not affected by this action.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

As a result of a recent review of special use airspace in the Fort Leonard Wood, MO, area, the DOA has determined that R–4501G is no longer required to meet the DOD mission, and requested that the FAA take action to revoke the restricted area. Additionally, the DOA advised that the other remaining subareas of the R–4501 complex are required to meet mission requirements and should remain intact.

The Rule

This amendment to 14 CFR part 73 revokes R–4501G, Fort Leonard Wood, MO. All other areas pertaining to R–4501 remain intact and are not affected by this action.

The FAA is revoking R–4501G in response to written notification from the using agency that the restricted area is no longer needed. As the solicitation of comments would only serve to delay the return of the airspace to public use without offering any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 533(b) are unnecessary.

Section 73.45 of 14 CFR part 73 was republished in FAA Order 7400.8D, dated July 11, 1996.

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. 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.

Environmental Review

This action revokes special use airspace. Therefore, the FAA has determined that this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act.

List of Subjects on 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

§ 73.45 [Amended]

2. § 73.45 is amended as follows:

* * * * *
R–4501G Fort Leonard Wood, MO [Removed]
* * * * *

Issued in Washington, DC, on October 6, 1997.

John S. Walker,

Program Director for Air Traffic Airspace Management.

[FR Doc. 97–28411 Filed 10–24–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

14 CFR Part 73

[Airspace Docket No. 97–ASW–10]

RIN 2120–AA66

Change Time of Designation for Restricted Areas R–5104A/B, and R–5105; Melrose, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action reduces the timeframe during which Restricted Area 5104A/B (R–5104A/B), and Restricted Area 5105 (R–5105), Melrose, NM, may be activated without prior issuance of a Notice to Airmen (NOTAM). This change, initiated by the U.S. Air Force, reflects the current scheduling of R–5104A/B, and R–5105. The boundaries, designated altitudes, or activities conducted within these restricted areas are not affected by this action.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.