

| Model | Service bulletin |
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| SA226-T(B) | 226-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA226-AT | 226-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA226-TC | 226-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA227-AT | 227-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA227-AC | 227-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA227-BC | 227-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |
| SA227-TT | 227-56-003, Issued: September 13, 1984, Revised: November 2, 1989. |

(c) If cracks are found that meet or exceed 4.3 inches in combined length, prior to further flight, replace the window with a new or serviceable window, and reinspect thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first.

(d) If cracks are found that are less than 4.3 inches in combined length but that meet or exceed .30 inches as specified in the Crack Limitations section of the service information referenced in paragraphs (b)(1) and (b)(2) of this AD, prior to further flight, accomplish one of the following:

(1) Replace the window with a new or serviceable window and reinspect thereafter at intervals not to exceed 1,000 hours TIS or 12 calendar months, whichever occurs first; or

(2) Fabricate a placard with the following words in letters at least 0.10-inch in height and install this placard within the pilot's clear view close to the pressurization controls: "AIRPLANE MUST BE OPERATED UNPRESSURIZED", and accomplish both of the following:

(i) Insert a copy of this AD into the Limitations Section of the FAA-approved Airplane Flight Manual (AFM); and

(ii) Within the next 25 hours TIS or 30 calendar days, whichever occurs first, reinspect the cracked window for crack progression in accordance with the inspections specified in paragraphs (b)(1) and (b)(2) of this AD, as applicable, and accomplish either paragraph (c), (d) or (e) of this AD, as applicable.

(e) If cracks are found that are less than .30 inches as specified in the Crack Limitations section of the applicable service information referenced in paragraphs (b)(1) and (b)(2) of this AD, within the next 25 hours TIS or 30 calendar days, whichever occurs first, reinspect the cracked window for crack progression in accordance with the

applicable service information specified in paragraphs (b)(1) and (b)(2) of this AD, and accomplish either paragraph (c), (d), or (e) of this AD, as applicable.

Note 4: The repetitive inspections required by this AD are also referenced in the FAA-approved Fairchild Airframe Airworthiness Limitations Manual, ST-UN-M001.

(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, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(h) All persons affected by this directive may obtain copies of the document referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(i) This amendment supersedes AD 93-19-06, Amendment 39-8705.

Issued in Kansas City, Missouri, on February 14, 1995.

Barry D. Clements,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4132 Filed 2-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANM-5]

Proposed Amendment to Class E Airspace; Sheridan, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Sheridan, Wyoming, Class E airspace. This proposal would amend the Sheridan, Wyoming, Class E airspace from full-time back to part-time. This amendment would bring publications up-to-date giving continuous information to the aviation public.

DATES: Comments must be received on or before March 20, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager,

System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-5, 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 Riley, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-5, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

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. 95-ANM-5." 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 Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management 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 Sheridan, Wyoming by designating the Class E airspace as full-time instead of part-time. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace is published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation 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 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. app. 1348(a), 1354(a), 1510; 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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E Airspace Extending Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

ANM WY E5 Sheridan, WY [Revised]

Sheridan County Airport, WY
(Lat. 44°46'26" N long. 106°58'37" W)
Sheridan VORTAC
(Lat. 44°50'32" N, long. 107°03'40" W)

That airspace extending upward from 700 feet above the surface within a 6.1-mile radius of the Sheridan County Airport; that airspace extending upward from 1,200 feet above the surface within 6.1 miles southwest and 8.7 miles northeast of the Sheridan VORTAC 138° and 318° radials extending from 16.1 miles northwest to 29.6 miles southeast of the VORTAC, and that airspace southeast of Sheridan bounded on the north by a line located 4.3 miles south of and parallel to the Sheridan VORTAC 104° radial, on the east by a 30.5-mile radius of the Sheridan VORTAC, and on the south by a line located 8.7 miles north of and parallel to the Sheridan VORTAC 138° radial. 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 February 2, 1995.

Bill H. Ellis,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95-4207 Filed 2-17-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-4]

Proposed Amendment to Class E Airspace; Worland, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Worland, Wyoming, Class E Airspace. This proposal would amend the Worland, Wyoming, Class E airspace from full-time back to part-time. This amendment would bring publications up-to-date giving continuous information to the aviation public.

DATES: Comments must be received on or before March 20, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager,

System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-4, 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 Riley, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-4, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

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. 95-ANM-4." 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 Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management Branch, ANM-530, 1601 Line Avenue SW., Renton, Washington