

approximately 3 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,700, or \$180 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Jetstream Aircraft Limited: Docket 95-NM-17-AD.

Applicability: Model 4101 airplanes, constructors numbers 41004 through 41046 inclusive, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (c) 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the existing pressure switch in the fuel system of the left and right engine, which, during an engine fire, could result in fuel leakage that could add fuel to the fire, accomplish the following:

(a) Within 60 days after the effective date of this AD, replace pressure switch having part number (P/N) 1153P0073 with a new pressure switch having P/N 1153P0094 in the fuel system of the left and right engine, in accordance with Jetstream Service Bulletin J41-73-007, dated November 22, 1994.

(b) As of the effective date of this AD, no person shall install a pressure switch, P/N 1153P0073, on any airplane.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

Issued in Renton, Washington, on March 10, 1995.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-6469 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ASO-5]

Proposed Establishment of Class D and E Airspace, Amendment to Class D and E Airspace and Removal of Class E Airspace; Marietta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to establish Class D airspace for Cobb County-McCollum Field, amend the Class D and E airspace for Dobbins ARB (NAS Atlanta), and remove the Class E surface area extension for Dobbins ARB (NAS Atlanta) at Marietta, GA. This proposed action would also establish Class E airspace for Cobb County-McCollum Field when the control tower is closed. Cobb County-McCollum Field currently is included in the Dobbins ARB (NAS Atlanta) Class D airspace area. A non-federal tower has been commissioned at Cobb County-McCollum Field which has a LOC RWY 27 Standard Instrument Procedure (SIAP) and a VOR/DME or GPS RWY 9 SIAP. Class D and E airspace to the surface is required to accommodate these SIAPs and contain instrument flight rule (IFR) operations at Cobb County-McCollum Field. As a result of this proposed action the Dobbins ARB (NAS Atlanta) Class D and E airspace to the surface would be reduced and the Class E surface area extension would be removed concurrent with the establishment of the Class D and E airspace area for Cobb County-McCollum Field. This amendment would also make a technical correction to the name and location of Atlanta Dobbins AFB, GA. The correct name and location is Dobbins ARB (NAS Atlanta), Marietta, GA.

DATES: Comments must be received on or before April 28, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95-ASO-5 Manager, System Management Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550,

1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT:
Michael J. Powderly, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

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 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-ASO-5." The postcard will be date/time stamped and returned to the commenter. All communications received 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 in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, 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 NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, System Management Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320.

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 establish Class D airspace for Cobb County-McCollum Field, amend the Class D and E airspace for Dobbins AFB (NAS Atlanta), and remove the Class E surface area extension for Dobbins ARB (NAS Atlanta) at Marietta, GA. This proposed action would also establish Class E airspace for Cobb County-McCollum Field when the control tower is closed. Cobb County-McCollum Field currently is included in the Dobbins ARB (NAS Atlanta) Class D airspace area. A non-federal tower has been commissioned at Cobb County-McCollum Field. Class D and E airspace to the surface is required to accommodate current SIAPs and contain IFR operations at Cobb County-McCollum Field. As a result of this proposed action the Dobbins ARB (NAS Atlanta) Class D and E airspace to the surface would be reduced and the Class E surface areas extension would be removed concurrent with the establishment of the Class D airspace area for Cobb County-McCollum Field. This amendment would also make a technical correction to the name and location of Atlanta Dobbins AFB, GA. The correct name and location is Dobbins ARB (NAS Atlanta), Marietta, GA. Class D airspace designations, Class E airspace areas designated as a surface area for an airport, and Class E airspace area designated as an extension to a Class D surface areas are published in Paragraphs 5000, 6002, and 6004 respectively of FAA Order 7400.9B dated July 18, 1994 and effective September 16, 1994 which is incorporated by reference in CFR 71.1. The Class D and 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. 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 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 5000 Class D Airspace.

* * * * *

ASO GA D Marietta, GA [New]

Cobb County-McCollum Field, GA
(Lat. 34°00'47" N, long. 84°35'55" W)
Dobbins ARB (NAS Atlanta)
(Lat. 33°54'55" N, long. 84°30'59" W)

That airspace extending upward from the surface to and including 3500 feet MSL within a 4-mile radius of Cobb County-McCollum Field, excluding that airspace southeast of a line connecting the 2 points of intersection with a 5.5-mile radius centered on Dobbins ARB (NAS Atlanta). This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

ASO GA D Marietta, GA [Revised]

Dobbins ARB (NAS Atlanta), GA
(Lat. 33°54'55" N, long. 84°30'59" W)
Cobb County-McCollum Field
(Lat. 34°00'47" N, long. 84°35'55" W)
Fulton County Airport-Brown Field
(Lat. 33°46'45" N, long. 84°31'17" W)

That airspace extending upward from the surface to and including 3600 feet MSL within a 5.5-mile radius of Dobbins ARB (NAS Atlanta), excluding airspace northwest of a line connecting the 2 points of intersection with a 4-mile radius centered on Cobb County-McCollum Field, and also excluding that airspace south of a line connecting the 2 points of intersection with a 4-mile radius centered on Fulton County Airport-Brown Field. This Class D airspace

area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Paragraph 6002 Class E Airspace Areas Designated as a Surface Area for an Airport.

* * * * *

ASO GA E2 Marietta, GA [New]

Cobb County-McCollum Field, GA
(Lat. 34°00'47" N, long. 84°35'55" W)
Dobbins ARB (NAS Atlanta)
(Lat. 35°54'55" N, long. 84°30'59" W)

Within a 4-mile radius of Cobb County-McCollum Field, excluding that airspace southeast of a line connecting the 2 points of intersection with a 5.5-mile radius centered on Dobbins ARB (NAS Atlanta). This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

ASO GA E2 Marietta, GA [Revised]

Dobbins ARB (NAS Atlanta), GA
(Lat. 33°54'55" N, long. 84°30'59" W)
Cobb County-McCollum Field
(Lat. 34°00'47" N, long. 84°35'55" W)
Fulton County Airport-Brown Field
(Lat. 33°46'45" N, long. 84°31'17" W)

Within a 5.5-mile radius of Dobbins ARB (NAS Atlanta), excluding that airspace northwest of a line connecting the 2 points of intersection with a 4-mile radius centered on Cobb County-McCollum Field, and also excluding that airspace south of a line connecting the 2 points of intersection with a 4-mile radius centered on Fulton County Airport-Brown Field. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D Surface Area.

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ASO GA E4 Atlanta Dobbins AFB, GA [Removed]

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Issued in College Park, Georgia, on March 6, 1995.

Michael J. Powderly,

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

[FR Doc. 95-6514 Filed 3-15-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 95-ANM-8]

Proposed Amendment to Class D Airspace; Ogden, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would amend the Ogden, Utah, Class D airspace, based on the results of an airspace review. This proposal would amend the ceiling altitude and the geographic size of the Ogden, Utah, Class D airspace area. The amendment would bring publications up-to-date giving continuous information to the aviation public.

DATES: Comments must be received on or before April 15, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-8, 1601 Lind Avenue S.W., 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-8, 1601 Lind Avenue S.W., 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-8." 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 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 S.W., 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 D airspace at Ogden, Utah. This proposal would amend the ceiling altitude and the geographic size of the Ogden, Utah, Class D airspace area. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace is published in Paragraph 5000 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 D 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 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