

economic impact which would be incurred by replacing the crosstubes.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed, except for editorial changes and adding explanatory Note 1, relating to the scope of the applicability statement when modifications, alterations, or repairs have been made in the area subject to the requirements of the AD.

The FAA estimates that 5,700 helicopters of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$6,400 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$39,900,000 to replace two crosstubes per helicopter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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. Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 a new airworthiness directive to read as follows:

**95-11-14 Bell Helicopter Textron, Inc (BHTI):** Amendment 39-9247 Docket No. 94-SW-08-AD.

**Applicability:** Model 206A, 206B, 206L, 206L-1, 206L-3, and 206L-4 helicopters, with crosstube assemblies (crosstubes), BHTI part numbers (P/N) 206-050-107, 206-050-119, 206-050-134, 206-050-157, 206-050-169, 206-053-109, 206-053-119, and 206-053-129 (all dash numbers), or Airborne Supply, Inc. P/N AB206-050-107, AB206-050-119, or AB206-053-109 (all dash numbers), installed, 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 (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 helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously. To prevent failure of the crosstubes and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 90 calendar days after the effective date of this AD, remove any affected crosstube and replace it with an airworthy crosstube in accordance with the appropriate maintenance manual or service instructions. Any crosstubes removed as a result of this AD shall be permanently marked as unairworthy.

**Note 2:** For BHTI P/N 206-053-109 and 206-053-119, the P/N are vibro-etched on the upper cuff of the crosstube on the aft side on both forward and aft crosstubes; for BHTI P/N 206-053-129, the P/N is vibro-etched on the bottom of the cuff on the aft side on both forward and aft crosstubes; for BHTI P/N 206-050-107, 206-050-119, 206-050-134, 206-050-157, and 206-050-169, the P/N are stamped in ink on the crosstube, which is shipped without paint (once the helicopter is painted, the P/N are covered); and for Airborne Supply, Inc., P/N AB206-050-107,

AB206-050-119, and AB206-053-109, the P/N are rubber stamped at the bottom end of the crosstube.

(b) If the crosstubes' P/N cannot be determined by reference to the crosstubes, if possible, determine the P/N by reference to the maintenance records or other aircraft records. If the crosstubes' P/N cannot be determined, replace the crosstubes with airworthy crosstubes within 90 calendar days after the effective date of this AD in accordance with the appropriate maintenance manual or service instructions.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Certification Office, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

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

(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 helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on June 30, 1995.

Issued in Fort Worth, Texas, on May 19, 1995.

**Eric Bries,**

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

[FR Doc. 95-12957 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 71

[Airspace Docket No. 94-ASW-18]

#### Amendment of Class D Airspace; New Orleans NAS, Alvin Callender Field, LA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D airspace at New Orleans Naval Air Station (NAS), Alvin Callender Field, New Orleans, LA. The decommissioning of the New Orleans NAS Non-directional Radio Beacon (NDB) removes the need for controlled airspace to protect the standard instrument approach for the NDB. This action is intended to eliminate the Class D airspace that is no longer necessary as a result of the decommissioning of the New Orleans NAS NDB at New Orleans NAS, Alvin Callender Field, New Orleans, LA.

**EFFECTIVE DATE:** 0901 UTC, July 20, 1995.

**FOR FURTHER INFORMATION CONTACT:**  
Donald J. Day, System Management  
Branch, Air Traffic Division, Southwest  
Region, Federal Aviation  
Administration, Fort Worth, TX 76193-  
0530, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:**

**History**

On December 16, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend the Class D airspace at New Orleans NAS, Alvin Callender Field, LA, was published in the **Federal Register** (59 FR 64877). Decommissioning of the NDB permits the amendment of Class D airspace at this airport. The proposal was to remove the controlled airspace that was no longer needed as a result of the decommissioning of the NDB and the associated NDB SIAP.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Therefore the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations are 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 will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the Class D airspace located at New Orleans NAS, Alvin Callender, Field, LA, to that necessary to provide controlled airspace for IFR operations at the airfield.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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.

**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—[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 5000 General*

\* \* \* \* \*

**ASW LA D New Orleans NAS, Alvin Callender Field, LA [Revised]**

New Orleans NAS, Alvin Callender Field, LA  
(Lat. 29°049'31" N., long. 90°002'06" W.)  
Harvey VORTAC

(Lat. 29°051'01" N., long. 90°000'10" W.)  
That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.7-mile radius of New Orleans NAS Alvin Callender Field and within 1.3 miles each side of the 228° radial of the Harvey VORTAC extending from the 4.7-mile radius to 5.6 miles southwest of the airport and within 1.3 miles each side of the 058° radial of the Harvey VORTAC extending from the 4.7 mile radius to 6 miles northeast of the airport excluding that airspace within the New Orleans, LA, Class B airspace area.

\* \* \* \* \*

Issued in Fort Worth, TX on May 11, 1995.

**Larry D. Gray,**

*Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 95-13014 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

**[Airspace Docket No. 94-ASW-19]**

**Establishment and Revision of Class E Airspace; Fayetteville, AR**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from the surface as an extension to the Class D airspace at Drake Field, Fayetteville,

AR. Additionally, this action revises the Class E airspace extending upward from 700 feet above ground level (AGL) at Drake Field, Fayetteville, AR. The development of a new Microwave Landing System (MLS) standard instrument approach procedure (SIAP) has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing the MLS SIAP at Drake Field, Fayetteville, AR.

**EFFECTIVE DATE:** 0901 UTC, July 20, 1995.

**FOR FURTHER INFORMATION CONTACT:**  
Donald J. Day, System Management  
Branch, Air Traffic Division, Southwest  
Region, Federal Aviation  
Administration, Fort Worth, TX 76193-  
0530, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:**

**History**

On December 16, 1994, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish and amend the Class E airspace at Fayetteville, AR, was published in the **Federal Register** (59 FR 64879). A MLS SIAP developed for Drake Field, Fayetteville, AR, requires additional Class E airspace from the surface to 700 feet AGL as an extension to the Class D airspace presently established at this airport. Additionally, the proposal was to revise the controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Therefore the rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace areas extending upward from 700 feet or more AGL are 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 will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes new controlled airspace and revises the Class E airspace