

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:

95-12-14 Fokker: Amendment 39-9264.
Docket 95-NM-05-AD.

Applicability: Model F28 Mark 0100 series airplanes; having serial numbers 11244 through 11261 inclusive, 11263, and 11268 through 11283 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 ensure proper operation of the normal maximum detent for reverse thrust control, accomplish the following:

(a) For airplanes on which Fokker Service Bulletin SBF100-76-008, dated May 8, 1991, has been accomplished: Within 1,500 flight cycles after the effective date of this AD, perform an inspection to determine the adequacy of clearance between the normal maximum (second) detent for the reverse thrust control and the surrounding moving parts and to detect chafing or damage of the normal maximum detent, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-76-010, dated October 31, 1993.

(1) If any chafing or damage is found (regardless of clearance), prior to further flight, replace the normal maximum detent with an improved normal maximum detent, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(2) If the clearance is found to be inadequate, but no chafing or damage is found, within 250 flight cycles following the inspection required by paragraph (a) of this AD, replace the normal maximum detent with an improved normal maximum detent, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(3) If the clearance is found to be adequate and no damage or chafing is found, within 3,000 flight cycles following the inspection required by paragraph (a) of this AD, replace the detent with an improved normal

maximum detent, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

(b) For airplanes on which Fokker Service Bulletin SBF100-76-008, dated May 8, 1991, has not been accomplished: Within the next 500 flight cycles after the effective date of this AD, replace the normal maximum detent for reverse thrust control with an improved normal maximum detent, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-76-010, dated October 31, 1993.

(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.

(e) The inspection and replacement shall be done in accordance with Fokker Service Bulletin SBF100-76-010, dated October 31, 1993. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 17, 1995.

Issued in Renton, Washington, on June 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14052 Filed 6-15-95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 95-ASO-7]

Establishment of Class D Airspace; Jackson, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class D airspace at Jackson, TN. A non-

federal control tower has been commissioned at the McKellar-Sipes Regional Airport. Class D airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAPs) and for instrument flight rules (IFR) operations at the airport. This action also modifies the Class E2 airspace designation to clarify the airspace as part-time when the control tower is closed.

EFFECTIVE DATE: 0901 u.t.c., September 14, 1995.

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

SUPPLEMENTARY INFORMATION:

History

On March 28, 1995 the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class D airspace at Jackson, TN, (60 FR 15884). This action would provide adequate Class D airspace for IFR operations at the McKellar-Sipes Regional Airport. This action would also modify the Class E2 airspace designation to clarify the airspace as part-time when the control tower is closed.

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. Class D airspace designations and Class E airspace areas designated as a surface area for an airport are published in Paragraphs 5000 and 6002 respectively of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. The Class D and E airspace designations 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 Class D airspace at Jackson, TN, to accommodate current SIAPs and for IFR operations at the McKellar-Sipes Regional Airport, as a result of a non-federal control tower commissioned at the airport. This action also modifies the Class E2 airspace designation to clarify the airspace as part-time when the control tower is closed.

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.

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. 40103, 40113, 40120; EO 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 6005 Class D Airspace

* * * * *

ASO TN D Jackson, TN [New]

McKellar-Sipes Regional Airport, TN
(Lat. 35°36'13" N, long. 88°54'38" W)
McKellar VOR/DME
(Lat. 35°36'13" N, long. 88°54'38" W)

That airspace extending upward from the surface to and including 2900 feet MSL within a 4.2-mile radius of the McKellar-Sipes Regional Airport and within 3.1 miles each side of the McKellar VOR/DME 206° radial, extending from the 4.2-mile radius to 7 miles southwest of the VOR/DME. 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.

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

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ASO TN E2 Jackson, TN [Revised]

McKellar-Sipes Regional Airport, TN
(Lat. 35°35'59" N, long. 88°54'56" W)
McKellar VOR/DME
(Lat. 35°36'13" N, long. 88°54'38" W)

Within a 4.2-mile radius of the McKellar-Sipes Regional Airport and within 3.1 miles each side of the McKellar VOR/DME 206° radial, extending from the 4.2-mile radius to 7 miles southwest of the VOR/DME. 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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Issued in College Park, Georgia, on June 8, 1995.

Stanley Zylowski,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 95–14788 Filed 6–15–95; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 95–ANM–4]

Amendment to Class E Airspace; Worland, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a final rule published on May 9, 1995, that inadvertently changed the Worland, Wyoming, Class E5 airspace designation. This action corrects the final rule by reflecting the proper and continuous operation of the Worland, Wyoming, Class E airspace area.

EFFECTIVE DATE: 0901 u.t.c., June 23, 1995.

FOR FURTHER INFORMATION CONTACT: James Riley, System Management Branch, ANM–530, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, Washington 98055–4056; telephone number: (206) 227–2537.

SUPPLEMENTARY INFORMATION: On May 9, 1995, the FAA published a final rule that changed the Worland, Wyoming, Class E5 airspace designation (60 FR 24556). However, that action was an inadvertent error. This action corrects the final rule by reflecting the proper and continuous operation of the Worland, Wyoming, Class E airspace area.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Worland, Wyoming, as published in the **Federal Register** on May 9, 1995 (60 FR 24556),

(Federal Register Document No. 95–11275; page 24557, column 1), is corrected as follows:

§ 71.1 [Corrected]

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

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ANM WY E5 Worland, WY [Corrected]

Worland Municipal Airport, WY
(Lat. 43°57'56" N, long. 107°57'01" W)
Worland VOR/DME
(Lat. 43°57'51" N, long. 107°57'03" W)

That airspace extending upward from 700 feet above the surface within 4 miles east and 8.3 miles west of the Worland VOR/DME 352° and 172° radials extending from 16.1 miles north to 5.3 miles south of the VOR/DME; that airspace extending upward from 1,200 feet above the surface, within a 20.1-mile radius of the VOR/DME, and that airspace extending upward from 10,500 feet MSL bounded on the north by lat. 44°00'00" N, on the east by the 20.1-mile radius of the Worland VOR/DME, on the south by V–319, and on the west by V–85.

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Issued in Seattle, Washington, on June 6, 1995.

Richard E. Prang,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95–14786 Filed 6–15–95; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF THE TREASURY

Departmental Office

31 CFR Part 1

Freedom of Information Act and Privacy Act of 1974; Implementation

AGENCY: Departmental Offices, Treasury.
ACTION: Final Rule.

SUMMARY: The Department of the Treasury is amending its regulations implementing the Freedom of Information Act (FOIA) and the Privacy Act (PA) to add the Office of Thrift Supervision as a component of the Department and to include instructions on gaining access to information maintained by the Office of Thrift Supervision.

EFFECTIVE DATE: June 16, 1995.

ADDRESSES: Comments may be submitted to the Department of the Treasury, Disclosure Services, Room 1054–MT, 1500 Pennsylvania Avenue, NW., Washington, DC 20220.

FOR FURTHER INFORMATION CONTACT: Dale Underwood, Privacy Act Officer, Disclosure Services, Department of the Treasury. Telephone (202) 622–0874.