

of the wing pylon, which could subsequently reduce the structural integrity of the airplane, accomplish the following:

(a) For Groups II, III, and IV airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995: Within 30 days after March 17, 1995 (the effective date of AD 95-04-15, amendment 39-9167), or within 60 days after accomplishing the immediately preceding visual inspection required by paragraph (b) of AD 95-04-15, whichever occurs later, perform a visual inspection to detect cracking of the outboard and inboard surfaces of the upper spar angles, part numbers (P/N) AUB7519-1/-2, on the number 1 and number 3 wing pylons, in accordance with McDonnell Douglas Alert Service Bulletin MD11-54A049 R01, Revision 1, dated February 7, 1995; or McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995. Repeat this inspection thereafter, prior to further flight, following each incident of excessive maneuver, turbulence overload (as defined in MD-11 Aircraft Maintenance Manual, chapter 05-51-01), or hard landing (as defined in MD-11 Aircraft Maintenance Manual, chapter 05-51-03).

(1) If no cracking is detected, repeat the visual inspection thereafter at intervals not to exceed 60 days or 300 landings, whichever occurs earlier, until the requirements of paragraph (d) of this AD are accomplished.

(2) If any cracking is detected, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

**Note 2:** Paragraph (a) of this AD restates the requirement for an initial and repetitive inspections contained in paragraph (b) of AD 95-04-15. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 95-04-15, paragraph (a) of this AD requires that the next scheduled inspection be performed within 60 days or 300 landings, whichever occurs earlier, after the last inspection performed in accordance with paragraph (b) of AD 95-04-15.

(b) For Groups II, III, and IV airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995: Accomplish the requirements of paragraphs (b)(1) and (b)(2) of this AD.

(1) Within 30 days after the effective date of this AD, or within 60 days after accomplishing the immediately preceding visual inspection required by paragraph (a) of this AD, whichever occurs later: Perform a visual inspection to detect cracking of the outboard and inboard surfaces of the upper spar angles, P/N's AUB7519-1/-2, on the number 1 and number 3 wing pylons, in accordance with McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995. Repeat this inspection thereafter, prior to further flight, following each incident of excessive maneuver, turbulence overload (as defined in MD-11 Aircraft Maintenance Manual, Chapter 05-51-01), or hard landing (as defined in MD-11 Aircraft Maintenance Manual, Chapter 05-51-03).

(i) If no cracking is detected, repeat the visual inspection thereafter at intervals not to exceed 60 days or 300 landings, whichever occurs earlier, until the requirements of paragraph (d) of this AD are accomplished.

(ii) If any cracking is detected, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate.

(2) Within 15 months after the effective date of this AD, perform an eddy current inspection to detect cracking of the left and right angles of the upper spar angles on the forward end, P/N AUB7519-1/-2, on the number 1 and number 3 wing pylons, in accordance with McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995.

(i) If no cracking is detected, repeat the eddy current inspection thereafter at intervals not to exceed 15 months, until the requirements of paragraph (d) of this AD are accomplished.

(ii) If any cracking is detected, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(c) For Groups II, III, and IV airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11-54A049 R03, Revision 3, dated May 18, 1995: At the applicable time specified in either paragraph (c)(1) or (c)(2) of this AD, submit a report of the results (positive findings only) of the inspections required by paragraph (b) of this AD to the Manager, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; or fax the report to (310) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(1) For airplanes on which the inspection required by paragraph (b) of this AD is accomplished after the effective date of this AD: Submit a report of positive findings within 10 days after performing any of the inspections required by paragraph (b) of this AD.

(2) For airplanes on which the inspection required by paragraph (b) of this AD is accomplished prior to the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

(d) For airplanes listed in McDonnell Douglas Service Bulletin MD11-54-049 R01, Revision 1, dated May 18, 1995, accomplish the requirements of paragraphs (d)(1) and (d)(2) of this AD.

(1) For pylons on which no cracking of the upper spar angles has been detected during the inspections required by either paragraph (a) or (b) of this AD: Within 5 years after the effective date of this AD, replace the spar angles with new spar angles in accordance with McDonnell Douglas Service Bulletin MD11-54-049, dated March 31, 1995; or McDonnell Douglas Service Bulletin MD11-54-049 R01, Revision 1, dated May 18, 1995.

(2) For pylons on which cracking of the upper spar angles has been repaired in

accordance with Rohr Service Bulletin MD11 54-190, dated March 3, 1995: Within 15 months after accomplishment of the repair, replace the spar angles with new spar angles in accordance with McDonnell Douglas Service Bulletin MD11-54-049, dated March 31, 1995; or McDonnell Douglas Service Bulletin MD11-54-049 R01, Revision 1, dated May 18, 1995.

(e) Replacement of the spar angles in accordance with McDonnell Douglas Service Bulletin MD11-54-049, dated March 31, 1995; or McDonnell Douglas Service Bulletin MD11-54-049 R01, Revision 1, dated May 18, 1995, constitutes terminating action for the repetitive inspections required by paragraphs (a) and (b) of this AD.

(f) 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, Los Angeles ACO, 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, Los Angeles ACO.

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

(g) 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 August 15, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-20630 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 39

[Docket No. 95-NM-39-AD]

### Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes and Model DC-10-30, DC-10-40, and KC-10A (Military) Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes and Model DC-10-30, DC-10-40, and KC-10A (military) airplanes. For Model MD-11 series airplanes, this proposal would require an inspection to determine the serial number of the forward trunnion bolts on the main landing gear (MLG), and rework or replacement of the bolts, if necessary. For Model DC-10-30, DC-

10-40, and KC-10A (military) airplanes, this proposal would require an inspection for evidence of missing chrome and for corrosion on the chrome surfaces, or verification that the forward trunnion bolts have been chrome plated in a specific manner; and rework or replacement of the bolts, if necessary. This proposal is prompted by reports of chrome flaking on the bearing surface of the trunnion bolts due to improper cleaning of the base material prior to chrome plating. The actions specified by the proposed AD are intended to prevent premature failure of the trunnion bolts and subsequent collapse of the MLG as a result of severe corrosion on the bearing surface and in the mechanical fuse due to chrome flaking.

**DATES:** Comments must be received by October 17, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-39-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

**FOR FURTHER INFORMATION CONTACT:** Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5238; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date

for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-39-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-39-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

The FAA has received reports of chrome flaking on the bearing surface of the forward trunnion bolts installed on the main landing gear (MLG) of McDonnell Douglas Model MD-11 series airplanes and Model DC-10-30 and -40 airplanes. Such chrome flaking has resulted in severe corrosion on the bearing surface and in the mechanical fuse. This condition has been attributed to improper cleaning of the base material prior to chrome plating. This condition, if not corrected, could result in premature failure of the trunnion bolts and subsequent collapse of the MLG.

The FAA has reviewed and approved McDonnell Douglas MD-11 Service Bulletin 32-45, Revision 1, dated May 1, 1995, which describes procedures for a visual inspection of Model MD-11 series airplanes to determine the serial number of the forward trunnion bolts, part number ARG7558-503 or ARG7558-505, on the right and left MLG's. The service bulletin also provides procedures for rework or replacement of the bolts with serviceable parts, if necessary. Accomplishment of the rework or replacement will minimize the possibility of chrome flaking on the forward trunnion bolts.

The FAA also has reviewed and approved McDonnell Douglas Service Bulletin DC10-32-239, Revision 1, dated June 6, 1995, which describes procedures for a visual inspection of Model DC-10-30, DC-10-40, and KC-10A (military) airplanes for evidence of missing chrome and for corrosion on the chrome surfaces of the trunnion bolts, or verification that the forward trunnion bolts have been chrome plated in a specific manner. The service bulletin also provides procedures for certain rework or replacement of the bolts with serviceable parts, if necessary.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, this proposal would require the following:

For Model MD-11 series airplanes, this proposal would require an inspection to determine the serial number of the forward trunnion bolts, and rework or replacement of the bolts with serviceable parts, if necessary. The actions would be required to be accomplished in accordance with the MD-11 service bulletin described previously.

For Model DC-10-30, DC-10-40, and KC-10A (military) airplanes, this proposal would require an inspection for evidence of missing chrome and for corrosion on the chrome surfaces, or verification that the forward trunnion bolts have been chrome plated in a specific manner; and rework or replacement of the bolts with serviceable parts, if necessary. A portion of the rework would be required to be accomplished in accordance with the Component Maintenance Manual or a method approved by the FAA. Other corrective actions would be required to be accomplished in accordance with the DC-10 service bulletin described previously.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has

been included in this notice to clarify this long-standing requirement.

There are approximately 414 Model MD-11 series airplanes and Model DC-10-30, DC-10-40, and KC-10A (military) airplanes of the affected design in the worldwide fleet. The FAA estimates that 196 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$11,760, or \$60 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 USC 106(g), 40101, 40113, 44701.

#### § 39.13 [Amended]

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

**McDonnell Douglas:** Docket 95-NM-39-AD.

**Applicability:** Model MD-11 series airplanes, as listed in McDonnell Douglas MD-11 Service Bulletin 32-45, Revision 1, dated May 1, 1995; and Model DC-10-30, DC-10-40, and KC-10A (military) airplanes, as listed in McDonnell Douglas DC-10 Service Bulletin DC10-32-239, Revision 1, dated June 6, 1995; 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 (e) of this AD 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 premature failure of the trunnion bolts and subsequent collapse of the main landing gear (MLG), accomplish the following:

(a) For Model MD-11 series airplanes: Within 18 months after the effective date of this AD, perform a visual inspection to determine the serial number of the forward trunnion bolts, part number ARG7558-503 or ARG7558-505, on the right and left MLG's, in accordance with McDonnell Douglas MD-11 Service Bulletin 32-45, Revision 1, dated May 1, 1995.

(1) If the serial number of the trunnion bolt is STR0217, STR0232, STR0237 through STR0242 inclusive, or STR0244 through STR0284 inclusive; or if the trunnion bolt has been chrome plated in accordance with the Component Maintenance Manual (CMM), Chapter 20-10-02, Revision 31, dated September 1, 1991, since original manufacture: No further action is required by this AD.

(2) For trunnion bolts other than those identified in paragraph (a)(1) of this AD: Prior to further flight, remove the chrome plating on the trunnion bolt, replace the plating, and reinstall the reworked trunnion

bolt; or replace the trunnion bolt with a serviceable part; in accordance with McDonnell Douglas MD-11 Service Bulletin 32-45, Revision 1, dated May 1, 1995.

(b) For Model MD-11 series airplanes: As of the effective date of this AD, no person shall install a trunnion bolt having part number ARG7558-503 or ARG7558-505 on the right or left MLG of any airplane unless the bolt meets the condition specified in either paragraph (b)(1), (b)(2), or (b)(3) of this AD.

(1) The trunnion bolt bears the serial number STR0217, STR0232, STR0237 through STR0242 inclusive, or STR0244 through STR0284 inclusive; or

(2) The trunnion bolt has been chrome plated in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, since original manufacture; or

(3) The trunnion bolt has been reworked in accordance with McDonnell Douglas MD-11 Service Bulletin 32-45, Revision 1, dated May 1, 1995.

(c) For Model DC-10-30, DC-10-40, and KC-10A (military) airplanes: Within 18 months after the effective date of this AD, accomplish either paragraph (c)(1) or (c)(2) of this AD, as applicable, in accordance with McDonnell Douglas DC-10 Service Bulletin DC10-32-239, Revision 1, dated June 6, 1995.

(1) For airplanes on which the forward trunnion bolts, part number (P/N) ARG7558-501, installed on the left and right MLG's, have accumulated 6,000 or more total flight hours or 2,000 or more total flight cycles as of the date of the inspection: Remove the bolts and perform a visual inspection for evidence of missing chrome and for corrosion on the chrome surfaces, in accordance with the service bulletin.

(i) If no evidence of missing chrome and no corrosion on the chrome surfaces are found, no further action is required by this AD.

(ii) If any evidence of missing chrome or any corrosion on the chrome surfaces is found, prior to further flight, accomplish either paragraph (c)(1)(ii)(A) or (c)(1)(ii)(B) of this AD.

(A) Remove the chrome plating on the trunnion bolt in accordance with the service bulletin; replace the plating in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, or in accordance with a method approved by a McDonnell Douglas Designated Engineering Representative (DER) who has been given a special delegation to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, to make such a finding; and reinstall the reworked bolt in accordance with the service bulletin. Or

(B) Replace the trunnion bolt with a serviceable part in accordance with the service bulletin.

(2) For airplanes other than those identified in paragraph (c)(1) of this AD: Verify whether the forward trunnion bolts, part number (P/N) ARG7558-501, installed on the left and right MLG's, have been chrome plated since original manufacture, in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, or

in accordance with a method approved by a McDonnell Douglas DER who has been given a special delegation by the Manager, Los Angeles ACO, to make such a finding.

(i) If the bolts have been chrome plated since original manufacture, in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, or in accordance with a method approved by a McDonnell Douglas DER who has been given a special delegation by the Manager, Los Angeles ACO, to make such a finding: No further action is required by this AD.

(ii) If any bolt has not been chrome plated since original manufacture, in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, or in accordance with a method approved by a McDonnell Douglas DER who has been given a special delegation by the Manager, Los Angeles ACO, to make such a finding: Prior to further flight, accomplish the requirements of either paragraph (c)(1)(ii)(A) or (c)(1)(ii)(B) of this AD in accordance with the service bulletin.

(d) For Model DC-10-30, DC-10-40, and KC-10A (military) airplanes: As of the effective date of this AD, no person shall install a trunnion bolt, having part number ARG7558-501, on the right or left MLG of any airplane unless the bolt meets the condition specified in either paragraph (d)(1), (d)(2), (d)(3), or (d)(4) of this AD.

(1) The trunnion bolt has been chrome plated in accordance with the CMM, Chapter 20-10-02, Revision 31, dated September 1, 1991, since original manufacture; or

(2) The trunnion bolt has been chrome plated in accordance with a method approved by a McDonnell Douglas DER who has been given a special delegation by the Manager, Los Angeles ACO, to make such findings; or

(3) The bolt has been reworked in accordance with McDonnell Douglas DC-10 Service Bulletin DC10-32-239, Revision 1, dated June 6, 1995; or

(4) The bolt has accumulated 6,000 or more total flight hours or 2,000 or more total flight cycles and has been visually inspected for evidence of missing chrome and for corrosion on the chrome surfaces, in accordance with McDonnell Douglas DC-10 Service Bulletin DC10-32-239, Revision 1, dated June 6, 1995, and no evidence of missing chrome or corrosion on the chrome surfaces was found.

(e) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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.

Issued in Renton, Washington, on August 15, 1995.

**S.R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-20631 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 71

[Airspace Docket No. 95-ASO-17]

#### Proposed Amendment to Class E Airspace; Leesburg, FL

**AGENCY:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to amend the Class E airspace area at Leesburg, FL. A NDB RWY 31 Standard Instrument Approach Procedure (SIAP) has been developed for the Leesburg Municipal Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

**DATES:** Comments must be received on or before October 8, 1995.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95-ASO-17, 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:** Stanley Zylowski, 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-17." 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 light of the 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 NPRMs 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 the Class E airspace area at Leesburg, FL. A NDB RWY 31 SIAP has been developed for the Leesburg, FL, Municipal Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for IFR operations at the airport. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface 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 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,