

compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(2) Alternative methods of compliance previously granted for AD 93-17-09, amendment 39-8680, continue to be considered as acceptable alternative methods of compliance with this amendment.

(e) 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.

(f) The actions shall be done in accordance with McDonnell Douglas Report No. L26-012, "DC-10 Supplemental Inspection Document (SID)," Volume I, Revision 5, dated October 1994, Volume II, Revision 5, dated October 1994, and Volume III-94, dated November 1994; and McDonnell Douglas Report No. L26-012, "DC-10 Supplemental Inspection Document (SID),"

Volume I, Revision 3, dated December 1992, Volume II, Revision 3, dated December 1992, and Volume III-92, dated October 1992. The incorporation by reference of McDonnell Douglas Report No. L26-012, "DC-10 Supplemental Inspection Document (SID)," Volume I, Revision 5, dated October 1994, Volume II, Revision 5, dated October 1994, and Volume III-94, dated November 1994; which contains the following list of effective pages:

Volume number referenced and date	Page No.	Revision level shown on page	Date shown on page
I—All Series, Revision 5, October 1994 .....	List of Effective Pages A, B, C, D, E, and F.	5 .....	October 1994.
II—All Series, Revision 5, October 1994 .....	List of Effective Pages A, B, C, D, E, F, G, H, J, K, L, M, N, O, and P.	5 .....	October 1994.
III-94—All Series, Original November 1994 .....	Entire Document .....	Original .....	November 1994.

The incorporation by reference of McDonnell Douglas Report No. L26-012, "DC-10 Supplemental Inspection Document (SID)," Volume I, Revision 5, dated October 1994, Volume II, Revision 5, dated October 1994, and Volume III-94, dated November 1994; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of McDonnell Douglas Report No. L26-012, "DC-10 Supplemental Inspection Document (SID)," Volume I, Revision 3, dated December 1992, Volume II, Revision 3, dated December 1992, and Volume III-92, dated October 1992, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of November 24, 1993 (58 FR 54949, October 25, 1993). Copies may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90846-1771, Attention: Business Unit Manager, Contract Data Management C1-255 (35-22). Copies may be inspected 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; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 2, 1996.

Issued in Renton, Washington, on November 6, 1995.

Darrell M. Pederson,

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

[FR Doc. 95-29328 Filed 11-30-95; 8:45 am]

**BILLING CODE 4910-13-U**

**14 CFR Part 71**

**[Airspace Docket No. 95-AWP-23]**

**Establishment of Class E Airspace; Springerville, AZ**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Springerville, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 21 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Springerville/Babbitt Field Airport, Springerville, AZ.

**EFFECTIVE DATE:** 0901 UTC, February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP 530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 10, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Springerville, AZ (60 FR 52637). The development of a GPS SIAP at Springerville/Babbitt Field Airport has made this action necessary.

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. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. Class E airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E airspace area at Springerville, AZ. The development of a GPS SIAP at Springerville/Babbitt Field Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 21 SIAP at Springerville/Babbitt Field Airport, AZ.

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. Therefore, this regulation (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 10034; 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 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP CA E5 Springerville, AZ [New]  
Springerville/Babbit Field Airport, AZ  
(lat. 34°07'43" N, long. 109°18'41" W)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of Springerville/Babbit Field Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°09'00" N, long. 109°28'00" W; to lat. 34°19'00" N, long. 109°00'00" W; to lat. 34°03'00" N, long. 109°05'00" W; to lat. 34°03'00" N, long. 109°28'00" W, thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on November 21, 1995.

James H. Snow,

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 95–29349 Filed 11–30–95; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 71**

[Airspace Docket No. 95–AWP–8]

**Establishment of Class E Airspace; Mammoth Lakes, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace areas at Mammoth Lakes, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 27 has made this

action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Mammoth Lakes Airport, Mammoth Lakes, CA.

**EFFECTIVE DATE:** 0901 UTC February 29, 1996.

**FOR FURTHER INFORMATION CONTACT:** Scott Speer, Airspace Specialist, System Management Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725–6533.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 17, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class E airspace areas at Mammoth Lakes, CA (60 FR 53724). The development of a GPS SIAP at Mammoth Lakes Airport has made this action necessary.

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. Class E airspace designations are published in Paragraphs 6002 and 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. Class E airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace areas at Mammoth Lakes, CA. The development of a GPS SIAP at Mammoth Lakes Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 27 SIAP at Mammoth Lakes Airport, Mammoth Lakes, CA.

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. Therefore, this regulation—(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 10034; 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 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6002 Class E airspace areas designated as a surface area or an airport.*

\* \* \* \* \*

AWP CA E2 Mammoth Lakes, CA [New]  
Mammoth Lakes Airport, CA  
(lat. 37°37'26" N, long. 118°50'19" W)

Within a 4.1-mile radius of the Mammoth Lakes Airport and within 1.8 miles each side of the 099° bearing from the Mammoth Lakes Airport, extending from the 4.1-mile radius to 5.6 miles southeast of the Mammoth Lakes Airport. 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.

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP CA E5 Mammoth Lakes, CA [New]  
Mammoth Lakes Airport, CA  
(lat. 37°37'26" N, long. 118°50'19" W)

That airspace extending upward from 700 feet above the surface within a 4.1-mile radius of the Mammoth Lakes Airport and within 1.8 miles each side of the 099° bearing from the Mammoth Lakes Airport, extending from the 4.1-mile radius to 5.6 miles southeast of the Mammoth Lakes Airport. That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 37°49'00" N, long. 118°58'00" W; to lat. 37°49'00" N, long. 119°13'00" W; to lat. 38°10'00" N, long.