

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the drive shaft, loss of power to the rotor system, and a subsequent forced landing of the helicopter, accomplish the following:

(a) Within 6 hours TIS after the effective date of this AD, visually inspect the drive shaft for cracks in the area around each rivet, using a 10X or higher magnifying glass, and inspect the drive shaft for loose balance weights.

(1) The inspection for loose balance weights shall be performed by grasping the balance weights by hand and attempting to move them in both the radial and axial directions. Any movement of the balance weights constitutes looseness.

(2) If a crack is found on the drive shaft or any balance weight is loose, replace the drive shaft with an airworthy drive shaft before further flight.

(b) Thereafter, inspect for cracks and loose balance weights at intervals not to exceed 6 hours TIS from the last inspection.

(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, Boston Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft 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 August 19, 1996.

Issued in Fort Worth, Texas, on July 11, 1996.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 96-18294 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ASO-20]

Establishment of Federal Colored Airway B-9; FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on June 13, 1996 (Airspace Docket No. 95-ASO-20). In the airspace designation of Blue 9 (B-9), effective August 15, 1996, "Ft. Myers, FL" is corrected to read "Lee County, FL."

EFFECTIVE DATE: July 19, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: Federal Register Document 96-15063, Airspace Docket No. 95-ASO-20, published on June 13, 1996 (61 FR 29937), established B-9. However, in the June 13 publication, the description for B-9 included an error in defining the DEEDS intersection. The intersection should have been defined as "Pahokee, FL, 211° and Lee County, FL, 138°T (140°M)." This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the airspace designation for B-9, published in the Federal Register on June 13, 1996 (61 FR 20037); Federal Register Document 96-15063, Column 3, is corrected as follows:

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B-9 [Corrected]

From INT Pahokee, FL, 211° and Lee County, FL, 138° radials; Marathon, FL.

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Issued in Washington, DC, on July 12, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 96-18423 Filed 7-18-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 97

[Docket No. 28627; Amdt. No. 1742]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under

instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Form 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic