

Model MD600N helicopter, modified by MDHS. Should MDHS apply at a later date for a STC to modify any other model on TC H3WE to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain unusual or novel design features on one series of helicopters. It is not a rule of general applicability and will affect only the manufacturer who applied to the FAA for approval of these features on the affected helicopters.

The substance of this special condition has been subjected to the notice and comment procedure in several prior special conditions and has been finalized without substantive change. It is unlikely that prior public comment would result in a significant change in the substance contained herein. For this reason, and because a delay would significantly affect the certification of the helicopters, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting this special condition immediately. Therefore, this special condition is being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to prior opportunities for comment.

List of Subjects in 14 CFR Parts 21 and 27

Aircraft, Air transportation, Aviation safety, Rotorcraft, Safety.

The authority citation for this special condition is as follows:

Authority: 49 U.S.C. 1344, 1348(c), 1352, 1354(a), 1355, 1421 through 1431, 1502, 1651(b)(2); 42 U.S.C. 1857f-10, 4321 *et seq.*; E.O. 11541; 49 U.S.C. 106(g).

The Final Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the supplemental type certification bases for the McDonnell Douglas Helicopter Systems Model MD-600N helicopter.

Protection for Electrical/Electronic Systems From High Intensity Radiated Fields

Each system that performs critical functions must be designed and installed to ensure that the operation and operational capabilities of these critical functions are not adversely

affected when the helicopter is exposed to high intensity radiated fields external to the helicopter.

Issued in Fort Worth, Texas, on January 21, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate Aircraft Certification Service.

[FR Doc. 97-2243 Filed 1-28-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-CE-38-AD; Amendment 39-9908; AD 97-03-02]

RIN 2120-AA64

Airworthiness Directives; Glasflugel Models H301 "Libelle", H301B "Libelle", Standard "Libelle", Standard Libelle 201B, Club Libelle 205, and Kestrel Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to Glasflugel Models H301 "Libelle", H301B "Libelle", Standard "Libelle", Standard Libelle 201B, Club Libelle 205, and Kestrel sailplanes. This AD requires measuring and adjusting the control surface weight and static moment, and inserting amendments into the Glasflugel Flight and Service Manual. This AD results from reports of considerable variation of the weight and static moment of the control surface on the affected sailplanes found during repair or repainting of the control surface. The actions specified by this AD are intended to prevent sailplane flutter because the weight and static moment of the control surface are not within certain limits, which could result in flutter and subsequent loss of control of the sailplane.

DATES: Effective March 21, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 21, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from Glasflugel, c/o Hr. H. Streifeneder, Glasfaser-Flugzeug-Service GmbH, Hofener Weg, D-72582 Grabenstetten, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-38-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of

the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. **FOR FURTHER INFORMATION CONTACT:** Mr. J. Mike Kiesov, Project Officer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Glasflugel Models H301 "Libelle", H301B "Libelle", Standard "Libelle", Standard Libelle 201B, Club Libelle 205, and Kestrel sailplanes was published in the Federal Register on October 15, 1996 (61 FR 53683). The action proposed to require measuring and adjusting the control surface weight and static moment, and inserting the following amendments into the Glasflugel Flight and Service Manual, as applicable:

Sailplane models	Glasflugel Flight and Service Manual amendment page numbers
H301 Libelle and H301B Libelle. Standard Libelle	pages 14a and 14b.
Standard Libelle 201B	pages E14a and E14b.
Club Libelle 205	pages E15a and E15b.
Kestrel	pages 42a and 42b. pages 27a and 27b.

Accomplishment of the proposed action as specified in the notice of proposed rulemaking (NPRM) would be in accordance with the instructions in the above-referenced Glasflugel Flight and Service Manual amendments.

The NPRM resulted from reports of considerable variation of the weight and static moment of the control surface on the affected sailplanes found during repair or repainting of the control surface.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed AD or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD

and will not add any additional burden upon the public than was already proposed.

Compliance Time of This AD

The compliance time for this AD is presented in calendar time and whenever the control surface is repaired or repainted (the prevalent one being that which occurs first). The FAA has determined that a calendar time for compliance is desirable because the unsafe condition described by this AD is not directly related to sailplane operation. The control surface weight and static moment could become outside the specified limits after repair or repainting instead of occurring during normal operation of the sailplane. Also, if the sailplane control surface is already scheduled for repair or repainting, then accomplishing this action at the time of repair or repainting will not force the owner/operator to schedule this action at a later time and will allow the action to be accomplished during already-scheduled maintenance.

Cost Impact

The FAA estimates that 174 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per sailplane to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Material to accomplish the surface control weight and static moment balance costs approximately \$10 per sailplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$12,180. This figure only takes into account the one-time measurement and adjustment of the control surface weight and static moment; it does not reflect the time it would take an owner/operator of an affected sailplane to insert the amendments into the Glasflugel Flight and Service Manual.

Regulatory Impact

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 copy of the final 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, Incorporation by reference, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

97-03-02 Glasflugel: Amendment 39-9908; Docket No. 96-CE-38-AD.

Applicability: Models H301 "Libelle", H301B "Libelle", Standard "Libelle", Standard Libelle 201B, Club Libelle 205, and Kestrel sailplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each sailplane 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 sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next three calendar months after the effective date of this AD or at the time of any repair to or repainting of the control surface, whichever occurs first, unless already accomplished.

To prevent sailplane flutter because the weight and static moment of the control surface are not within certain limits, which could result loss of control of the sailplane, accomplish the following:

(a) Measure and adjust the control surface weight and static moment in accordance with

the Glasflugel Flight and Service Manual amendments referenced in paragraph (b) of this AD.

(b) Insert the following amendments into the sailplane maintenance manual, as applicable:

Sailplane models	Glasflugel Flight and Service Manual amendment page numbers
H301 Libelle and H301B Libelle.	pages 14a and 14b.
Standard Libelle	pages E14a and E14b.
Standard Libelle 201B	pages E15a and E15b.
Club Libelle 205	pages 42a and 42b.
Kestrel	pages 27a and 27b.

(c) Inserting the amendments into the Glasflugel Flight and Service Manual as required by paragraph (b) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

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

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(f) The inspections required by this AD shall be done in accordance with the following Glasflugel Flight and Service Manual amendments, as applicable:

Sailplane models	Glasflugel Flight and Service Manual amendment page numbers	Manual date
11H301 Libelle and H301B Libelle.	pages 14a and 14b.	May 1965.
Standard Libelle.	pages E14a and E14b.	October 1968.
Standard Libelle 201B.	pages E15a and E15b.	July 1972.

Sailplane models	Glasflugel Flight and Service Manual amendment page numbers	Manual date
Club Libelle 205.	pages 42a and 42b.	October 1974.
Kestrel	pages 27a and 27b.	April 1971.

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 Glasflugel, c/o Hr. H. Streifeneder, Glasfaser-Flugzeug-Service GmbH, Hofener Weg, D-72582 Grabenstetten, Germany. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9908) becomes effective on March 21, 1997.
 Issued in Kansas City, Missouri, on January 21, 1997.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2105 Filed 1-28-97; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 96-ANM-23]

Removal of Class D Airspace and Establishment of Class E Airspace; Coeur d'Alene, Idaho

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes Class D airspace and establishes Class E airspace at Coeur d'Alene, Idaho. This action is the result of decommissioning the air traffic control tower at Coeur d'Alene Air Terminal, Idaho. This amendment brings publications up-to-date giving continuous information to the aviation public.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.

FOR FURTHER INFORMATION CONTACT: James Riley, ANM-532.2, Federal Aviation Administration, Docket No. 96-ANM-23, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone number: (206) 227-2537.

SUPPLEMENTARY INFORMATION:

History

On September 9, 1996, the FAA proposed to amend part 71 of Federal Aviation Regulations (14 CFR part 71) by removing Class D airspace and

establishing Class E airspace at Coeur d'Alene, Idaho (61 FR 47465). On December 2, 1996, Supplemental Notice of Proposed Rulemaking was published to correct errors and omissions discovered in the September 9, 1996, publication (61 FR 63764). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace is published in Paragraph 6002 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, 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 Federal Aviation Regulations removes Class D airspace, along with the associated Class E4 airspace designation, and establishes Class E airspace at Coeur d'Alene, Idaho. 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, 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, 14 CFR part 71 is amended as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues 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 7400.9D, Airspace

Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 5000 Class D Airspace.

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ANM ID D Coeur d'Alene, ID [Remove]

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

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ANM ID E4 Coeur d'Alene, ID [Remove]

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

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ANM ID E2 Coeur d'Alene, ID [New]

Coeur d'Alene Air Terminal, ID
 (Lat. 47°46'28"N, long 116°49'11"W)
 Coeur d'Alene VOR/DME
 (Lat. 47°46'25"N, long. 116°49'14"W)

Within a 4.4-mile radius of the Coeur d'Alene Air Terminal, and within 3.5 miles each side of the Coeur d'Alene VOR/DME 251 degree radial extending from the 4.4-mile radius to 6 miles southwest of the airport and within 1.8 miles each side of the Coeur d'Alene VOR/DME 183 degree radial extending from the 4.4-mile radius to 8 miles south of the airport. This Class E airspace 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.

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Issued in Seattle, Washington, on January 13, 1997.

Glenn A. Adams,
Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 97-2090 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANM-010]

Amendment of Class E Airspace; Holyoke, Colorado

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Holyoke, Colorado, Class E airspace to accommodate Global Positioning System (GPS) and Nondirectional Beacon (NDB) Standard Instrument Approach Procedures (SIAP) to the Holyoke Airport.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.