

Issued in Renton, Washington, on February 12, 1997.

Darrell M. Pederson,

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

[FR Doc. 97-4102 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-37; Amendment 39-9732; AD 96-18-08]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney PW2000 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 96-18-08 applicable to Pratt & Whitney PW2000 series turbofan engines that was published in the Federal Register on September 30, 1996 (61 FR 50984). A superfluous phrase was added to the compliance section and is incorrect. This document deletes that phrase. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 20, 1997.

FOR FURTHER INFORMATION CONTACT: John Fisher, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7149, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Pratt & Whitney PW2000 series turbofan engines, was published in the Federal Register on September 30, 1996 (61 FR 50984). The following correction is needed:

§ 39.13 [Corrected]

On page 50986, in the third column, in the Compliance Section of AD 96-18-08, in paragraph (n)(3), beginning in the second line, "prior to exceeding 20,000 TPC, accomplish the following:" is corrected to read "prior to exceeding 20,000 TPC."

Issued in Burlington, MA, on February 5, 1997.

James C. Jones,

*Acting Manager, Engine and Propeller
Directorate, Aircraft Certification Service.*

[FR Doc. 97-4142 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-ANE-37; Amendment 39-9874; AD 97-01-03]

RIN 2120-AA64

Airworthiness Directives; Textron Lycoming Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 97-01-03 applicable to certain Textron Lycoming reciprocating engines that was published in the Federal Register on January 3, 1997 (62 FR 307). Paragraph (g) in the compliance section was misdesignated as paragraph(f). This document redesignates that paragraph. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 20, 1997.

FOR FURTHER INFORMATION CONTACT: Franco Pieri and Pat Perrotta, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7526 and (516) 256-7534, fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to certain Textron Lycoming reciprocating engines, was published in the Federal Register on January 3, 1997 (62 FR 307). The following correction is needed:

§ 39.13 [Corrected]

On page 309, in the first column, in the Compliance Section, the second paragraph "(f)" is redesignated to read paragraph "(g)".

Issued in Burlington, MA, on February 5, 1997.

James C. Jones,

*Acting Manager, Engine and Propeller
Directorate, Aircraft Certification Service.*

[FR Doc. 97-4143 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 93-AWA-13]

RIN 2120-AA66

Modification of Los Angeles (LAX) Class B Airspace Area; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register

on December 19, 1996 (61 FR 66902), Airspace Docket No. 93-AWA-13. This rule modified the Los Angeles (LAX) Class B airspace area. In the final rule, the airspace designation as Area G inadvertently contained two errors. This action corrects those errors.

EFFECTIVE DATE: 0901 UTC July 17, 1997.

FOR FURTHER INFORMATION CONTACT:

William C. Nelson, 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 96-32109, Airspace Docket No. 93-AWA-13, published on December 19, 1996 (96 FR 66902), modified the LAX Class B airspace area. However, in the rule the description for Area G inadvertently described the portion of the area after Imperial Hwy/Pacific Ocean with incorrect coordinates. This action corrects the coordinates after Imperial Hwy/Pacific Ocean by replacing them with the correct coordinates. Additionally, the airspace designation contained a descriptive boundary line defined by coordinates that should not have been included in the legal description. This action corrects the description of Area G by removing those coordinates.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for Area G, for the Class B airspace area as published in the Federal Register on December 19, 1996, (61 FR 66906; Federal Register Document 96-32109, Column 3) is corrected as follows:

§ 71.71 [Corrected]

Area G. That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°55'51" N, long. 118°26'05" W (Imperial Hwy/Pacific Ocean); to lat. 33°55'48" N, long. 118°13'54" W; to lat. 33°53'35" N, long. 118°10'55" W (Dominguez High School); to lat. 33°54'10" N, long. 118°01'49" W; to lat. 33°47'00" N, long. 118°03'17" W (Seal Beach VORTAC/Los Alamitos Armed Forces Reserve Center); to lat. 33°46'28" N, long. 118°11'54" W (Long Beach VA Hospital); to lat. 33°45'34" N, long. 118°27'01" W (LIMBO Intersection); to the point of beginning.

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Issued in Washington, DC, on January 30, 1997.

William J. Marx,

*Acting Program Director for Air Traffic
Airspace Management.*

[FR Doc. 97-3236 Filed 2-19-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ASW-29]

Revocation of Class D Airspace; Blytheville, AR

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; request for
comments.

SUMMARY: This action revokes the Class D airspace at Blytheville, AR. The decommissioning of the Blytheville, Arkansas International Airport control tower removes the need for Class D airspace extending upward from the surface to, but not including, 2,800 feet Mean Sea Level (MSL) within a 4.6-mile radius of the airport. This action is intended to revoke the unnecessary Class D airspace.

DATES: *Effective date:* 0901 UTC, March 7, 1997.

Comment date: Comments must be received on or before April 21, 1997.

ADDRESSES: Send comments on the rule in triplicate to Manager, Operations Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 96-ASW-29, Fort Worth, TX 76193-0530.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9:00 AM and 3:00 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Operations Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Operations Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION:

Request for Comments on the Rule

Although this action is a final rule, which involves the revocation of Class D airspace at Blytheville, AR, and was not preceded by notice and public procedure, comments are invited on the

rule. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Class D airspace designations are published in Paragraph 5000 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 D airspace designation 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) revokes the Class D airspace, providing controlled airspace for terminal instrument operations, located at Blytheville, Arkansas International Airport, AR. The current Class D airspace was supported by a control tower, which was decommissioned following the closure of Eaker Air Force Base, subsequently renamed Blytheville, Arkansas International Airport.

Since this action merely involves the revocation of Class D airspace as a result of closing the airport control tower, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Since there will no longer be a control tower at Blytheville, Arkansas International Airport, the Class D airspace must be removed to avoid confusion on the part of the pilots flying in the vicinity of the airport, and to promote the safe and efficient handling of air traffic in the area. Therefore, I find that notice and public procedure under 5 U.S.C. 553 are unnecessary and good cause exists for making this amendment effective in less than thirty days.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments 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. app. 40103, 40113, 40120; E.O. 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 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 areas designated for an airport.

* * * * *

ASW AR D Blytheville, AR [Removed]

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Issued in Fort Worth, TX, on February 12, 1997.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 97-4211 Filed 2-19-97; 8:45 am]

BILLING CODE 4913-13-M

14 CFR Part 71

[Airspace Docket No. 97-ASW-01]

Removal of Class D Airspace; Shreveport Downtown Airport, LA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; request for
comments.

SUMMARY: This action removes the Class D airspace at Shreveport Downtown Airport, LA. The air traffic control tower at Shreveport Downtown Airport closed on December 31, 1995, and no longer provides services to aircraft operating at this airport. This action is intended to remove the controlled airspace for aircraft operating in the vicinity of Shreveport Downtown Airport, LA.