

**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 the following new airworthiness directive:

**De Havilland, Inc.:** Docket 97–NM–04–AD.

**Applicability:** Model DHC–8–100, –200, and –300 series airplanes having serial numbers 3 through 433 inclusive, excluding serial numbers 269, 408, and 413; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (b) 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 as indicated, unless accomplished previously.

To prevent failure of the alternate release mechanism of the flight compartment door, which could delay or impede the evacuation of the flightcrew during an emergency, accomplish the following:

(a) Within 9 months after the effective date of this AD, modify the flight compartment door (Modification 8/2337) in accordance with Bombardier Service Bulletin S.B. 8–52–39, Revision 'A,' dated October 31, 1996.

**Note 2:** Modification of the flight compartment door accomplished prior to the effective date of this AD, in accordance with Bombardier Service Bulletin S.B. 8–52–39, dated August 30, 1996, is considered acceptable for compliance with the modification required by paragraph (a) of this AD.

(b) 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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(c) 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 July 3, 1997.

**Darrell M. Pederson,**

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

[FR Doc. 97–18151 Filed 7–10–97; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 97–AGL–9]

**Proposed establishment of Class E  
Airspace; McLaughlin, SD.**

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

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** This action withdraws the Notice of Proposed Rulemaking (NPRM) which proposed to establish a Class E airspace area at McLaughlin, SD, to accommodate a Global Positioning System (GPS) Runway 31 standard instrument approach procedures (SIAP) for McLaughlin Municipal Airport. The NPRM is being withdrawn because the number of operations at this airport no longer warrants a GPS SIAP.

**DATES:** This withdrawal is effective July 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Manuel A. Torres, Air Traffic Division, Operations Branch, AGL–530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

**SUPPLEMENTARY INFORMATION:****The Proposed Rule**

On May 13, 1997, a Notice of Proposed Rulemaking was published in the **Federal Register** to establish Class E airspace at McLaughlin, SD, to accommodate a new GPS Runway 31 SIAP for McLaughlin Municipal Airport (62 FR 26263).

**Summary of Comments**

No comments were received.

**Conclusion**

In consideration of the operations at McLaughlin Municipal Airport which no longer warrant a GPS SIAP, action is being taken to withdraw the proposed establishment of Class E airspace at McLaughlin, SD.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Withdrawal of Proposed Rule**

Accordingly, pursuant to the authority delegated to me, the Airspace Docket No. 97–AGL–9, as published in the **Federal Register** on May 13, 1997 (62 FR 26263), is hereby withdrawn.

**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.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97–18153 Filed 7–10–97; 8:45 am]

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**ENVIRONMENTAL PROTECTION  
AGENCY****40 CFR Part 52**

[CA 193–0038; FRL–5856–5]

**Approval and Promulgation of  
Implementation Plans; California State  
Implementation Plan Revision, Bay  
Area Air Quality Management District**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA is proposing to approve revisions to the California State Implementation Plan (SIP) to govern transportation conformity and decisions in the San Francisco Bay Area. The intended effect of proposing approval of these rules is to implement the transportation conformity provisions of the Clean Air Act, as amended in 1990 (CAA or the Act). The revisions concern rules from the following District: Bay Area Air Quality Management District (BAAQMD). The rules define the criteria and procedures for transportation conformity actions and consultation for the Bay Area.

**DATES:** Comments on this proposed rule must be received in writing by August 11, 1997.

**ADDRESSES:** Written comments on this action should be addressed to: Mark Brucker, Air Planning Office (AIR–2), Air Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901.

Copies of the rule revisions and EPA's evaluation report for each rule are available for public inspection at EPA's Region IX office during normal business hours. Copies of the submitted rule revisions are available for inspection at the following locations:

Air Planning Office (AIR–2), Air Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105, Ruth Verlar, (415) 744–1208.