

"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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

97-15-12. Burkhart Grob, Luft-Und Raumfahrt: Amendment 39-10086; Docket No. 95-CE-03-AD.

Applicability: Model G 109 sailplanes (serial numbers 6001 through 6159), 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 6 calendar months after the effective date of this AD, unless already accomplished.

To prevent vibration of the rudder, which could result in structural damage and eventual loss of control of the sailplane, accomplish the following:

(a) For sailplanes that have been modified in accordance with Grob Installation

Instructions No. 817-38, dated October 25, 1994, per Grob Service Bulletin (SB) TM 817-38, dated July 8, 1993, modify the damper unit and the rudder bell crank lever in accordance with Grob Installation Instructions No. 817-38/1, dated March 31, 1995, per Grob SB 817-38/2, dated March 31, 1995.

(b) For sailplanes that have not been modified in accordance with Grob Installation Instructions No. 817-38, install a new damper unit and rudder bell crank lever in accordance with Grob Installation Instructions 817-38/2 dated March 31, 1995, per Grob SB 817-38/2, dated March 31, 1995.

(c) For all affected sailplanes, re-calculate the weight and balance data in accordance with the Weight and Balance section in Grob SB 817-38/2, dated March 31, 1995.

(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 airplane 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, Aircraft Certification Service, 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 modifications and installations required by this AD shall be done in accordance with GROB, Luft- und Raumfahrt GROB G 109 Installation Instructions No. 817-38 for Service Bulletin TM 817-38, dated October 25, 1994; GROB, Luft- und Raumfahrt GROB G 109 Service Bulletin TM 817-38, dated July 8, 1993; GROB, Luft- und Raumfahrt GROB G 109 Installation Instructions No. 817-38/1 for Service Bulletin 817-38/2, dated March 31, 1995; GROB, Luft- und Raumfahrt GROB G 109 Installation Instructions No. 817-38/2 for Service Bulletin 817-38/2, dated March 31, 1995; and GROB, Luft- und Raumfahrt GROB G 109 Service Bulletin 817-38/2, dated March 31, 1995. 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 of this document may be obtained Burkhart Grob Luft- und Raumfahrt, D-86874 Mattsies, Germany. Copies of this document 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 (39-10086) becomes effective on September 19, 1997.

Issued in Kansas City, Missouri, on July 16, 1997.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-19266 Filed 7-22-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-34-AD; Amendment 39-10042; AD 97-11-13]

RIN 2120-AA64

Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 97-11-13, which was published in the **Federal Register** on May 29, 1997 (62 FR 28999), and concerns Fairchild Aircraft SA226 and SA227 series airplanes. The date of Fairchild Service Bulletin (SB) 227-24-008 is incorrectly referenced in paragraph (a) of this AD. All other reference is correct. The AD currently requires modifying the electrical power generation system. This action corrects the AD to reflect the right date for Fairchild SB 227-24-008 throughout the entire document.

EFFECTIVE DATE: July 11, 1997.

FOR FURTHER INFORMATION CONTACT: Ms. Ingrid D. Knox, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5190; facsimile (817) 222-5960.

SUPPLEMENTARY INFORMATION:

Discussion

On May 22, 1997, the FAA issued AD 97-11-13, Amendment 39-10042 (62 FR 28999, May 29, 1997), which applies to Fairchild Aircraft SA226 and SA227 series airplanes. This AD requires modifying the electrical power generation system. Accomplishment of the proposed modifications as specified in the NPRM would be in accordance with the following service bulletins, as applicable:

—Fairchild Service Bulletin (SB) 226-24-027, Issued: May 19, 1988, Revised: February 22, 1989;

—Fairchild SB 227-24-008, Issued: March 18, 1988, Revised: February 22, 1989;

- Fairchild SB 226–24–023, Issued: October 25, 1985, Revised: January 23, 1989;
- Fairchild SB 227–24–005, Issued: October 25, 1985, Revised: January 23, 1989;
- Fairchild SB 226–24–026, Issued: May 27, 1987;
- Fairchild SB 24–018, Issued: October 22, 1980, Revised: January 7, 1981;
- Fairchild SB 226–24–031, dated July 27, 1989;
- Fairchild SB 227–24–012, Issued: May 4, 1989, Revised: July 27, 1989.

Need for the Correction

Reference in paragraph (a) of AD 97–11–13 includes an incorrect date for Fairchild Service Bulletin (SB) 227–24–008. The date of this SB in paragraph (a) of this AD is Issued: October 25, 1985, Revised: January 23, 1989. The correct date should be Issued: March 18, 1988, Revised: February 22, 1989. All other reference in the AD is correct. As written, owners/operators of certain Fairchild SA227 series airplanes may not realize what service bulletin they would need to accomplish the actions of AD 97–11–13, and could not obtain Fairchild SB 227–24–008 based on the date that is currently printed in paragraph (a) of AD 97–11–13.

Correction of Publication

Accordingly, the publication of May 29, 1997 (62 FR 28999), of Amendment 39–10042; AD 97–11–13, which was the subject of FR Doc. 97–14076, is corrected as follows:

§ 39.13 [Corrected]

On page 29000, in the third column, section 39.13, the eighth and ninth lines in paragraph (a) of AD 97–11–13, correct “Issued: October 25, 1985, Revised: January 23, 1989,” to “Issued: March 18, 1988, Revised: February 22, 1989”.

Action is taken herein to correct this reference in AD 97–11–13 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains July 11, 1997.

Issued in Kansas City, Missouri, on July 16, 1997.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–19262 Filed 7–22–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AGL–17]

Modification of Class D Airspace and Establishment and Modification of Class E Airspace; Grand Forks, ND, Grand Forks International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace, establishes Class E surface area airspace, and modifies existing Class E airspace at Grand Forks, ND. Operation of the air traffic control tower for less than 24 hours per day, and a re-evaluation of the airspace requirements for the exiting instrument approach procedures necessitate these changes to the existing controlled airspace for Grand Forks International Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

DATES: Effective 0901 UTC, September 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:

History

On Friday, April 25, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class D airspace, establish Class E surface area airspace, and to modify existing Class E airspace at Grand Forks, ND (62 FR 20135). The proposal was to add controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations for airspace areas within

which all aircraft operators are subject to operating rules and equipment requirements of Part 91 of the Federal Aviation Regulations (14 CFR 91.129) are published in paragraph 5000, Class E airspace designations for airspace areas designated as a surface area for an airport are published in paragraph 6002, Class E airspace designations for airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004, and Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005, 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 and Class E airspace designations 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) modifies Class D airspace, establishes Class E surface area airspace, and modifies existing Class E airspace at Grand Forks, ND. This action provides adequate Class D airspace and Class E airspace for operators executing instrument flight procedures at Grand Forks International Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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 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).