(i) S/N 1 through 174: the Visual
inspection of the power plant section, page
4.3.3, step (4) (c), of Schempp-Hirth
Flugzeugbau GmbH Duo Discus T Flight
Manual TN 890–13, Revision 12, dated
November 2011; or
(ii) S/N 175 through 240: the Visual
inspection of the power plant section, page
4.3.3, step (4) (c), of Schempp-Hirth
Flugzeugbau GmbH Duo Discus T Flight
Manual TN 890–13, Revision 2, dated
November 2011.

(5) If any cracks or other damage is found
during any inspection required by paragraph
(f)(4) of this AD, before further flight, replace
any parts found with cracks and repair any
damage.

Note 1 to paragraph (f) of this AD: This AD
and the MCAI incorporate SFM revisions that
call out daily pilot inspections of the power
plant (propeller hub and propeller blades).
The FAA is also requiring in this AD initial
and annual repetitive inspections by a
properly certificated aircraft mechanic.

(g) Other FAA AD Provisions

The following provisions also apply to this
AD:
(1) Alternative Methods of Compliance
(AMOCs): The Manager, Standards Office,
FAA, has the authority to approve AMOCs
for this AD, if requested using the procedures
found in 14 CFR 39.19. Send information to
ATTN: Jim Rutherford, Aerospace Engineer,
FAA, Small Airplane Directorate, 901 Locust,
Room 301, Kansas City, Missouri 64106;
telephone: (816) 329–4165; fax: (816) 329–
4090; email: jim.rutherford@faa.gov. Before
using any approved AMOC on any airplane
to which the AMOC applies, notify your
appropriate principal inspector (PI) in the
FAA Flight Standards District Office (FDSDO),
or lacking a PI, your local FDSDO.

(2) Airworthy Product: For any requirement
in this AD to obtain corrective actions from
a manufacturer or other source, use these
actions if they are FAA-approved. Corrective
actions are considered FAA-approved if they
are approved by the State of Design Authority
(or their delegated agent). You are required
to assure the product is airworthy before it
is returned to service.

(h) Related Information

Refer to MCAI European Aviation Safety
Agency (EASA) AD No., 2013–0054, dated
March 5, 2013 which can be found in the AD
ocket on the Internet at http://
www.regulations.gov; and Schempp-Hirth
Flugzeugbau GmbH Duo Discus T
Maintenance Manual TN 890–13, Revision 16,
dated November 2011, for S/N 1 through
174; and Schempp-Hirth Flugzeugbau GmbH
Duo Discus T Maintenance Manual TN 890–
13, Revision 3, dated November 2011, for
S/N 175 through 240, which can be obtained
from the manufacturer specified in the next
sentence. For service information related
to this AD, contact Schempp-Hirth Flugzeugbau
GmbH, Krebenstrasse 25, 73230 Kirchheim/Teck,
Germany; telephone: +49 7021 7298–0; fax:
+49 7021 7298–199; email:
info@schempp-hirth.com; Internet: http://
www.schempp-hirth.com. You may review
copies of the referenced service information
at the FAA, Small Airplane Directorate, 901
Locust, Kansas City, Missouri 64106. For
information on the availability of this
material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on July 23,
2013.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft
Certification Service.

[FR Doc. 2013–18092 Filed 7–26–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

Docket No. FAA–2013–0600; Airspace
Docket No. 13–ANM–18

Proposed Amendment of Class E Airspace;
St. George, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class E airspace at St. George Municipal Airport, St. George, UT, by
removing the operating hours established by a Notice to Airmen
(NOTAM) due to the airport changing from a part time to a full time facility.

The FAA is proposing this action to enhance the safety and management of aircraft operations at St. George
Municipal Airport, St. George, UT.

DATES: Comments must be received on
or before September 12, 2013.

ADDRESSES: Send comments on this
proposal to the U.S. Department of Transportation, Docket Operations, M–
Docket No. FAA–2013–0600; Airspace
Docket No. 13–ANM–18''. The
docket may also be examined during
except federal holidays. An informal
and 5:00 p.m., Monday through Friday,
ddocket both before and after the
closing date for comments. A report
summarizing each substantive public
with this rulemaking will be filed in the
docket.

Availability of NPRM’s

An electronic copy of this document may be downloaded through the Internet at http://www.regulations.gov.

Recently published rulemaking
documents can also be accessed through
the FAA’s Web page at http://www.faa.gov/airports_airtraffic/air_traffic/
publishations/airspace_amendments/.

You may review the public docket
containing the proposal, any comments
received, and any final disposition in
person in the Dockets Office (see the
“ADDRESSES” section for the address
and phone number) between 9:00 a.m.
and 5:00 p.m., Monday through Friday,
except federal holidays. An informal
docket may also be examined during
dnormal business hours at the Northwest
Mountain Regional Office of the Federal
Aviation Administration, Air Traffic
Organization, Western Service Center,
Operations Support Group, 1601 Lind
Avenue SW., Renton, WA 98057.

Persons interested in being placed on
a mailing list for future NPRM’s should
contact the FAA’s Office of Rulemaking,
(202) 267–9677, for a copy of Advisory
Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal
The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 by amending Class E surface airspace at St. George Municipal Airport, St. George, UT. Due to increased air traffic, controlled airspace would be continuous 24 hours, and no longer would be effective during the specific dates and times established in advance by NOTAM. The boundaries of the controlled airspace area would remain the same. This action would enhance the safety and management of aircraft operations at St. George Municipal Airport, St. George, UT.

Class E airspace designations are published in paragraph 6002, of FAA Order 7400.9W, dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR Part 71. The Class E airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed 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 this proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle I, Section 106, describes the authority for the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend controlled airspace at St. George Municipal Airport, St. George, UT.

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E. “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71
Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment
Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR Part 71 continues to read as follows:


§71.1 [Amended]

2. The incorporation by reference in 14 CFR Part 71.1 of the Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 6002 Class E airspace Designated as Surface Areas.

ANN UT E2 St. George, UT [Amended]
St. George Municipal Airport, UT
(Lat. 37°02’11” N., long. 113°30’03” W.)
Within a 4.5-mile radius of St. George Municipal Airport.


Christopher Ramirez,
Acting Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013–18139 Filed 7–26–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


Proposed Establishment of Class E Airspace; Cut Bank, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Class E airspace at the Cut Bank VHF Omni-Directional Range Tactical Air Navigation Aid (VORTAC) navigation aid, Cut Bank, MT, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Salt Lake City and Seattle Air Route Traffic Control Centers (ARTCCs). The FAA is proposing this action to enhance the safety and management of aircraft operations within the National Airspace System.

DATES: Comments must be received on or before September 12, 2013.


FOR FURTHER INFORMATION CONTACT:
Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA 2013–0532 and Airspace Docket No. 13–ANM–21) and be submitted in triplicate to the Docket Management System (see ADDRESSES section for address and phone number). You may also submit comments through the Internet at http://www.regulations.gov.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: “Comments to FAA Docket No. FAA–2013–0532 and