

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 100 hours time-in-service (TIS) after May 22, 1981 (effective date of AD 81-11-04); within the next 100 hours TIS after the effective date of this AD; or upon the accumulation of 2,000 hours TIS on the nose wheel assembly, whichever occurs later, unless already accomplished.

To prevent the failure of the nose wheel, which if not corrected, could result in loss of control of the airplane during taxiing, take-off, or landing operations, accomplish the following:

(a) Inspect the nose wheel assembly, Cleveland part number (P/N) 40-76B (The New Piper Aircraft, Inc. P/N 451 784), for cracks in accordance with the "Instructions" section of Piper Aircraft Corporation (Piper) Service Bulletin (SB) 700A, dated October 12, 1981.

(1) If cracked, prior to further flight, replace Cleveland P/N 40-76B (Piper P/N 451 784) with a new Cleveland P/N 40-76B (Piper P/N 451 784) nose wheel assembly. Upon the accumulation of 2,000 hours TIS, reinspect at 100 hour intervals or at each tire change, whichever occurs first; or,

(2) As an alternative to paragraph (a)(1), if cracked, replace Cleveland P/N 40-76B (Piper P/N 451 784) with a serviceable Cleveland P/N 40-140 (Piper P/N 551 791) nose wheel assembly of improved design in accordance with the "Instructions" section of Piper SB 700A, dated October 12, 1981.

(3) If no cracks are found and Cleveland P/N 40-140 (Piper P/N 551-791) is not installed, repetitively inspect at intervals not to exceed 100 hours TIS or at each tire change, whichever occurs first.

(b) The installation of Cleveland P/N 40-140 (Piper P/N 551 791) is considered terminating action for the inspection requirements of paragraph (a) and (a)(3) of this AD.

(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.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Ave., suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Atlanta Aircraft Certification Office.

(e) The inspections and replacement required by this AD shall be done in accordance with Piper Aircraft Corporation

Service Bulletin No. 700A, dated October 12, 1981. 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 The New Piper Aircraft, Inc., Attn.: Customer Service, 2926 Piper Dr., Vero Beach, Florida, 32960. 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.

(f) This amendment (39-9976) becomes effective on May 15, 1997.

Issued in Kansas City, Missouri, on March 20, 1997.

**Larry E. Werth,**

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

[FR Doc. 97-7680 Filed 3-27-97; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 71

[Airspace Docket No. 96-AAL-27]

### Revision of Class E Airspace; Nuiqsut, AK

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

**ACTION:** Final Rule.

**SUMMARY:** This action revises Class E airspace at Nuiqsut Airport, AK. The modifications to the Global Positioning System (GPS) instrument approaches to runway (RWY) 4 and RWY 22 at Nuiqsut, AK, have made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Nuiqsut Airport, AK. **EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number: (907) 271-5863; email: Robert.van.Haastert@faa.dot.gov.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 24, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Nuiqsut was published in the **Federal Register** (62 FR 3631). The modifications to the GPS instrument approach procedures to RWY 4 and RWY 22 at Nuiqsut Airport, AK, have made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No comments to the proposal were received, thus the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). The 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) revises Class E airspace located at Nuiqsut, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration has determined that these proposed regulations only involve 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, 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. 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 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 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AAL AK E5 Nuiqsut, AK [Revised]**

Nuiqsut Airport, AK

(Lat. 70°12'36" N, long. 151°00'20" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Nuiqsut Airport, and that airspace extending upward from 1,200 feet above the surface 5 miles north and 8 miles south of the 249° bearing from the airport to 29 miles southwest.

\* \* \* \* \*

Issued in Anchorage, AK, on March 21, 1997.

**Willis C. Nelson**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 97-7919 Filed 3-27-97; 8:45 am]

BILLING CODE 4910-13-P

**14 CFR Part 71**

**[Airspace Docket No. 96-AAL-26]**

**Establishment of Class E Airspace; Kake, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Kake Airport, AK. The development of non-directional beacon (NDB) and Global Positioning System (GPS) instrument approaches to runway (RWY) 10 at Kake, AK, have made this action necessary. The airport status will change from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). The intended effect of this action is to provide adequate controlled airspace for IFR operations at Kake Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number: (907) 271-5863; email: Robert.van.Haastert@faa.dot.gov.

**SUPPLEMENTARY INFORMATION:****History**

On January 24, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Kake was published in the **Federal Register** (62 FR 3632). The development of NDB and GPS instrument approach procedures to RWY 10 at Kake Airport, AK, have made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received, thus the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). The 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) establishes Class E airspace located at Kake, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures. The status of Kake Airport will change from VFR to IFR.

The Federal Aviation Administration 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, 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. 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 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 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AAL AK E5 Kake, AK [New]**

Kake Airport

(Lat. 56° 57' 41" N; long. 133° 54' 37" W)

Kake NDB/DME

(Lat. 56° 57' 50" N; long. 133° 54' 43" W)

Sumner Strait NDB

(Lat. 56° 27' 53" N; long. 133° 05' 50" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Kake Airport; and that airspace extending upward from 1,200 feet above the surface within 6 miles north and 9 miles south of the 286° bearing from the Kake NDB/DME extending from the NDB/DME to 22 miles west of the airport and within 4 miles each side of the 138° bearing from the Kake NDB/DME extending from the 6.5-mile radius to Sumner Strait NDB.

\* \* \* \* \*

Issued in Anchorage, AK, on March 21, 1997.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 97-7918 Filed 3-27-97; 8:45 am]

BILLING CODE 4910-13-P

**14 CFR Part 71**

**[Airspace Docket No. 96-AAL-28]**

**Revision of Class E Airspace; Selawik, AK**

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

**ACTION:** Final rule.