

(a) Create a component history card or an equivalent record for the affected mast and trunnion.

(b) Determine the accumulated Retirement Index Number (RIN) to date based on the number of takeoffs and external load lifts (torque events) for parts in service in accordance with paragraphs 1 and 2 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) No. 206L-94-99, Revision A, dated May 1, 1995. Record this accumulated RIN on the component history card.

(c) After complying with paragraphs (a) and (b) of this AD, during each operation thereafter, maintain a count of the number of external load lifts and the number of takeoffs performed and at the end of each day's operations, increase the accumulated RIN on the component history cards as follows:

(1) For the trunnion,

(i) Increase the RIN for the Model 206, 206L-1, and 206L-3 helicopters by 1 for each torque event.

(ii) Increase the RIN for the Model 206L-4 helicopters by 2 for each torque event.

(2) For the mast, increase the RIN for the Model 206L, 206L-1, 206L-3, and 206L-4 helicopters by 1 for each torque event.

(d) Remove the trunnion from service on or before attaining the maximum accumulated RIN (24,000) in accordance with Table 1 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 1995.

(e) Remove the mast from service on or before attaining the maximum accumulated RIN (44,000) or the flight hour service life limit, whichever occurs first, in accordance with Table 2 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 1995.

(f) 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, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

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

(g) 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 helicopter to a location where the requirements of this AD can be accomplished.

(h) The creation of the component history card, documentation, and removal of the trunnion and mast shall be done in accordance with Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 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 may be obtained from Bell Helicopter Textron, A Division of Textron Canada Ltd. 12,800 Rue de L'Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN:

Product Support Engineering Light Helicopters. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

(i) This amendment becomes effective on May 9, 1997.

Issued in Fort Worth, Texas, on March 14, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 97-8425 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ASO-29]

Establishment of Class E Airspace; Thomson, GA, and Amendment of Class E Airspace; Augusta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class E airspace at Thomson, GA, for the Thomson-McDuffie Airport. Currently the Class E airspace area for the airport is included in the Augusta, GA, Class E airspace area. The McDuffie NDB was relocated from an off-airport to an on-airport site. As a result the NDB Standard Instrument Approach Procedure (SIAP) has been revised. The subsequent airspace review revealed that less Class E airspace was now required for the Thomson-McDuffie Airport. As reduced the Class E airspace area for the Thomson-McDuffie Airport no longer intersects the remainder of the Augusta Class E airspace area. Therefore, it is necessary to establish stand alone Class E airspace extending upward from 700 feet above the surface (AGL) at Thomson, GA, for the Thomson-McDuffie Airport and amend the Augusta, GA, Class E airspace area by removing the airspace previously required for the Thomson-McDuffie Airport.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

On January 24, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) by establishing Class E airspace at Thomson, GA, and amending Class E airspace at Augusta, GA, (62 FR 3629). This action will provide adequate Class E airspace for IFR operations at Thomson-McDuffie Airport.

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. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996. The Class E 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) establishes stand-alone Class E airspace at Thomson, GA, for the Thomson-McDuffie Airport and amends Class E airspace at Augusta, GA, by removing the airspace previously required for the Thomson-McDuffie Airport.

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. 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. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 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 areas extending upward from 700 feet above the surface of the earth.

* * * * *

ASO GA E5 Thomson, GA [New]

Thomson-McDuffie Airport, GA
(Lat. 33°31'47" N. long. 82°31'00" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Thomson-McDuffie Airport.

* * * * *

ASO GA E5 Augusta, GA [Revised]

Augusta, Bush Field, GA
(Lat. 33°22'12" N. long. 81°57'52" W)

Bushe NDB
(Lat. 33°17'13" N. long. 81°56'49" W)

Daniel Field
(Lat. 33°27'59" N. long. 82°02'21" W)

Burke County Airport
(Lat. 33°02'28" N. long. 82°00'14" W)

Burke County NDB
(Lat. 33°02'33" N. long. 82°00'17" W)

That airspace extending upward from 700 feet above the surface within an 8.2-mile radius of Bush Field and within 8 miles west and 4 miles east of Augusta ILS localizer south course extending from the 8.2-mile radius to 16 miles south of the Bushe NDB, and within a 6.3-mile radius of Daniel Field, and within a 6.2-mile radius of Burke County Airport and within 3.5 miles each side of the 243° bearing from the Burke County NDB extending from the 6.2-mile radius to 7 miles southwest of the NDB.

* * * * *

Issued in College Park, Georgia, on March 24, 1997.

Wade T. Carpenter,

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

[FR Doc. 97-8614 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-AWP-30]

**Amendment of Class E Airspace;
Victorville, CA**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of a final rule that was published in the **Federal Register** on February 25, 1997 (62 FR 8369), Airspace Docket No. 96-AWP-30.

EFFECTIVE DATE: 0901 UTC March 27, 1997.

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:**History**

Federal Register Document 97-4577, Airspace Docket No. 96-AWP-30, published on February 25, 1997 (62 FR 8369), revised the description of the Class E airspace area at Victorville, CA. An error was discovered in the geographic coordinates for the Victorville, CA, Class E airspace area. This action corrects that error.

**Correction to Notice of Proposed
Rulemaking**

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Class E airspace are at Victorville, CA, as published in the **Federal Register** on February 25, 1997, **Federal Register** Document 97-4577; page 8370, column 2), is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AWP CA E5 Victorville, CA

By removing "(lat. 34°35'67" N., long. 117°22'93" W.)" and substituting "(lat. 34°35'40" N., long. 117°22'56" W.)".

* * * * *

Issued in Los Angeles, California, on March 5, 1997.

George D. Williams,

*Manager, Air Traffic Division, Western-Pacific
Region.*

[FR Doc. 97-8500 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-M

**SECURITIES AND EXCHANGE
COMMISSION****17 CFR Part 202**

[Release Nos. 33-7408, 34-38447, 35-26696,
39-2350, IC-22588, and IA-1625; File No.
S7-14-97]

**Penalty-Reduction Policy for Small
Entities**

AGENCY: Securities and Exchange
Commission.

ACTION: Policy statement; request for
comments.

SUMMARY: The Securities and Exchange
Commission is issuing a statement of its

penalty-reduction policy for small entities as required by the Small Business Regulatory Enforcement Fairness Act, Pub. L. No. 104-121, 110 Stat. 857 (1996). The Commission also requests comments on the policy. After the comment period has closed and the Commission has gained experience in applying the policy, the Commission intends to re-evaluate the policy in light of its experience and the comments of interested persons.

DATES: Effective *March 29, 1997*.

Interested persons may submit comments on the policy on or before *December 31, 1997*.

ADDRESSES: Interested persons should submit three copies of their written data, views, and opinions to Jonathan G. Katz, Secretary, Securities and Exchange Commission, 450 Fifth St. N.W., Washington, D.C. 20549. Comment letters also may be submitted electronically to the following electronic mail address: rule-comments@sec.gov. All comment letters should refer to File No. S7-14-97; this file number should be included on the subject line if E-mail is used. All comment letters will be made available for public inspection and copying at the Commission's Public Reference Room, Room 1024, 450 Fifth St., N.W., Washington, D.C. 20549. Electronically submitted comment letters will be posted on the Commission's Internet Web site (<http://www.sec.gov>).

FOR FURTHER INFORMATION CONTACT: Joan McKown (202-942-4530) or Susan Mathews (202-942-4737), Office of the Chief Counsel, Division of Enforcement, or Amy Kroll (202-942-0927) or Anne Sullivan (202-942-0954), Office of the General Counsel.

SUPPLEMENTARY INFORMATION: The Small Business Regulatory Fairness Act ("SBREFA" or "the Act") was enacted on March 29, 1996.¹ SBREFA seeks to improve the regulatory climate for small entities² by, among other things:

- Expanding the extent to which the rule making process must include evaluation of the impact of proposed rules (and rule changes) on small entities;³

¹ Pub. L. No. 104-121, 110 Stat. 857 (codified in scattered sections of 5 U.S.C., 15 U.S.C. and as a note to 5 U.S.C. § 601) (1996).

² The definition of "small entity" under SBREFA is the same as the definition of "small entity" under the Regulatory Flexibility Act, 5 U.S.C. § 601 *et seq.* ("Reg. Flex. Act"). SBREFA § 221(1). The Reg. Flex. Act defines "small entity" to include "small business." Pursuant to the Reg. Flex. Act, 5 U.S.C. § 601(3), the Commission has adopted appropriate definitions of "small business" for purposes of the Reg. Flex. Act. See *infra* n.10.

³ 5 U.S.C. §§ 603(a), 604, and 605(b), codifying SBREFA §§ 241 and 243.