

responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**99-02-51 Allison Engine Company, Inc.:**  
Amendment 39-11108; Docket 99-NE-01-AD.

**Applicability:** Allison Engine Company, Inc. AE 3007A and AE 3007C series turbofan engines, installed on but not limited to Embraer EMB-145 and Cessna 750 series airplanes.

**Note 1:** This airworthiness directive (AD) applies to each engine 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 engines 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 an in-flight engine shutdown due to loss of engine oil from the starter shaft seal, accomplish the following:

(a) Prior to further flight, all ground engine starts at engine oil temperatures below 32°F (0°C) are prohibited except as provided in paragraphs (a)(1) and (a)(2) of this AD.

(1) For Allison Engine Company engine models AE 3007A, AE 3007A1, AE 3007A1/1, and AE 3007A1/2, if the engine oil temperature has dropped below 32°F (0°C) prior to flight, perform a highpower leak check on each engine (at least three minutes at takeoff power, reference Allison Engine Company AE 3007A series maintenance manual, section 72-00-00, page 505, subtask 72-00-00-790-002). No leaks above serviceable limits are permitted (0.21 quarts/hour, 200 cc/hour per Allison Engine Company AE 3007A, Fault Isolation Manual, section 79-37-00, page 212, allowable leakage).

(2) For Allison Engine Company engine model AE 3007C, if the engine oil temperature has dropped below 32°F (0°C) prior to flight, monitor the engine oil level using the following procedures:

(i) Operate engine at maximum continuous power for 10 minutes. Monitor the engine oil level.

(ii) If an oil level decrease of greater than 1.0 quarts occurs, maintenance is required before further flight.

(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, Chicago Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

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

(c) This amendment becomes effective April 20, 1999, to all persons except those persons to whom it was made immediately effective by telegraphic AD 99-02-51, issued January 8, 1999, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on March 29, 1999.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 99-8308 Filed 4-2-99; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ASO-5]

#### Amendment of Class D and E Airspace; Orlando Executive Airport, Florida

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment modifies the Class D and Class E2 surface area airspace descriptions and establishes a Class E4 surface area airspace extension for the Orlando Executive Airport. This amendment is necessary as a result of the forthcoming amendment to the Orlando International Airport Class B airspace area. The establishment of the Class E4 airspace area is a technical change only, as this airspace extension is currently included in the Class D surface area airspace.

**DATES:** *Effective Date:* 0901 UTC, July 15, 1999.

*Comments Date:* Comments must be received on or before May 5, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 99-ASO-5, Manager, Airspace Branch, ASO-520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Regional Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5627.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments on the Rule

Although this action is a final rule, which involves a technical change to the Orlando Executive Airport surface area airspace, and was not preceded by notice and public procedure, comments are invited on the rule. This rule will become effective on the date specified in the **DATES** section. However, after the review of any comments and, if the FAA finds that further changes are appropriate, it will initiate rulemaking procedures to extend the effective date or to amend the regulation.

Comments that provide the factual basis supporting the views and

suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required. Comments are specifically invited on the overall regulatory, aeronautical, environmental, and energy-related aspects of the rule which might suggest the need to modify the rule.

### The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) changes the description of the Class D airspace and Class E2 surface area airspace and establishes Class E4 airspace area designated as an extension to a Class D or Class E surface area for the Orlando Executive Airport.

Class D airspace designations are published in paragraph 5000, Class E2 airspace designations for surface areas are published in paragraph 6002 and Class E4 airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

Since this action only makes a technical amendment to the Class D and Class E airspace descriptions and should have no impact on the users of the airspace in the vicinity of the Orlando Executive Airport, the notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

##### *Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

##### **ASO FL D Orlando, FL [Revised]**

Orlando Executive Airport, FL  
(Lat 28°32'44" N., long. 81°19'58" W.)

That airspace extending upward from the surface, to but not including 1,600 feet MSL, within a 4.2-mile radius of Orlando Executive Airport, excluding that portion within the Orlando, FL, Class B airspace area. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

##### *Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

##### **ASO FL E2 Orlando, FL [Revised]**

Orlando Executive Airport, FL  
(Lat. 28°32'44" N., long. 81°19'58" W.)

Within a 4.2-mile radius of Orlando Executive Airport excluding that portion within the Orlando, FL Class B airspace area. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

##### *Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

\* \* \* \* \*

##### **ASO FL E4 Orlando, FL [New]**

Orlando Executive Airport, FL  
(Lat. 28°32'44" N., long. 81°19'58" W.)  
Orlando VORTAC  
(Lat. 28°32'34" N., long. 81°20'06" W.)

That airspace extending upward from the surface within 3.6 miles each side of the Orlando VORTAC 254 degree radial extending from the 4.2-mile radius to 8.1

miles west of the Orlando VORTAC; excluding that portion within the Orlando, FL, Class B airspace area. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in College Park, Georgia, on March 24, 1999.

**Nancy B. Shelton,**

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

[FR Doc. 99–8248 Filed 4–2–99; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–AGL–3]

#### Modification of Class E Airspace; Auburn, IN

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

**ACTION:** Final rule.

**SUMMARY:** This notice modifies Class E airspace at Auburn, IN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 09, and a GPS SIAP to Rwy 27, have been developed for De Kalb County Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This action increases the radius of the existing controlled airspace for this airport.

**DATES:** 0901 UTC, July 15, 1999.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

#### SUPPLEMENTARY INFORMATION:

##### History

On Monday, February 1, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Auburn, IN (64 FR 4796). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace 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