

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-ANE-31-AD; Amendment 39-11221; AD 99-15-02]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 99-15-02 applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines that was published in the **Federal Register** on July 16, 1999 (64 FR 38299). Part number (P/N) and service bulletin (SB) references in the compliance section are incorrect. This document corrects those references. In all other respects, the original document remains the same.

EFFECTIVE DATE: October 15, 1999.

FOR FURTHER INFORMATION CONTACT:

Peter White, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7128, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Pratt & Whitney (PW) JT9D-3A, -7, -7H, -7A, -7AH, -7F, -7J, -20, and -20J series turbofan engines, was published in the **Federal Register** on July 16, 1999 (64 FR 38299). The part number referenced in the AD should read 734514 instead of 734515. After performing the required actions on the flange, P/N 734514, the entire case becomes P/N 734515. Thus, there is no flange with P/N 734715, and the AD must be corrected to eliminate this typographical error. In addition, the Service Bulletin referenced for performing the inspections is changed to refer to the SB that contains the actual inspection procedure. ASB 6343 only refers to ASB 4482. The following correction is needed:

§ 39.13 [Corrected]

1. On page 38300, in the third column, in the Compliance Section, in paragraph (d), in the fifth line, "P/N 734515" is corrected to read "P/N 734514".

2. On page 38300, in the third column, in the Compliance Section, in paragraph (d), in the seventh and eighth

line, "PW ASB No. 6343 Revision 1, dated October 8, 1998" is corrected to read "PW SB No. 4482, Revision 1, dated July 8, 1976".

3. On page 38300, in the third column, in the Compliance Section, in paragraph (e), in the second line, "P/Ns 734515" is corrected to read "P/Ns 734514".

Issued in Burlington, Massachusetts, on October 6, 1999.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-26710 Filed 10-14-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-ASO-14]

Amendment to Class D and Establishment of Class E2 Airspace; Fort Rucker, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies Class D airspace and establishes Class E2 airspace at Fort Rucker, AL. The control tower at Cairns Army Airfield is open 0600-0100 daily. Therefore, the Class D airspace hours of operation are amended from continuous to part time. This action requires establishment of Class E2 surface area airspace when the tower is closed and approach control service is provided by Cairns Army Radar Approach Control Facility.

EFFECTIVE DATE: 0901 UTC, December 30, 1999.

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION:

History

On August 18, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D hours of operation and establishing Class E2 airspace at Fort Rucker, AL, (64 FR 44865). This amendment modifies Class D hours of operation and establishes Class E2 surface area airspace at Fort Rucker, AL. Designations for Class D airspace extending upward from the surface of the earth and Class E airspace

designated as surface areas are published in FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D and Class E2 designations listed in this document will be published subsequently in the Order.

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.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D hours of operation and establishes Class E2 surface area airspace at Cairns Army Airfield, Fort Rucker, AL.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendment 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 10034; 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 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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9G, Airspace

Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 5000 Class D Airspace

* * * * *

ASO AL D Fort Rucker, AL [Revised]

Cairns Army Air Field, AL

(Lat. 31°16'37"N, long. 85°42'36"W)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 5-mile radius of lat. 31°18'30"N, long. 85°42'20"W. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the DOD IFR—Supplement Airport/Facility Directory.

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Paragraph 6002 Class E Airspace Designated as Surface Area

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ASO AL E2 Fort Rucker, AL [New]

Within a 5-mile radius of lat. 31°18'30"N, long. 85°42'20"W. This Class E surface area airspace 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 DOD IFR—Supplement Airport/Facility Directory.

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

Nancy B. Shelton,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 99-26949 Filed 10-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AWP-12]

Establishment of Class E Airspace; Fort Bragg, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Fort Bragg, CA. The establishment of a Special Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) Copter 158 Point In Space approach serving Mendocino Coast District Hospital Heliport has made this action necessary. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain helicopters executing the

Special Copter GPS 158 Point In Space approach to Mendocino Coast District Hospital Heliport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Mendocino Coast District Hospital Heliport, Fort Bragg, CA.

EFFECTIVE DATE: 0901 UTC November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On August 13, 1999, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Fort Bragg, CA (64 FR 44141). Controlled airspace extending upward from 700 feet above the surface is needed to contain helicopters executing the Special Copter GPS 158 Point In Space approach at the Mendocino Coast District Hospital Heliport. This action will provide adequate controlled airspace for IFR operations at the Mendocino Coast District Hospital Heliport, Fort Bragg, CA.

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. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace area at Fort Bragg, CA. Controlled airspace extending upward from 700 feet above the surface is required for helicopters executing the Special Copter GPS 158 Point In Space approach to the Mendocino Coast District Hospital Heliport. The effect of this action will provide adequate airspace for helicopters executing the Special Copter GPS 158 Point In Space approach to the Mendocino Coast District Hospital Heliport, Fort Bragg, CA.

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).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 17 as follows:

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

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

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 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 the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AWP CA E5 Fort Bragg, CA [New]

Mendocino Coast District Hospital Heliport, CA Point In Space Coordinates
(Lat. 39°26'34"N, long. 123°48'04"W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius or the Point In Space serving the Mendocino Coast District Hospital Heliport.

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Issued in Los Angeles, California, on September 23, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99-26950 Filed 10-14-99; 8:45 am]

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