

requirements of this AD. For propellers 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 propeller blade counterweight clamp bolt hole thread failure, which can result in counterweight and propeller blade separation, and possible damage to the aircraft, accomplish the following:

(a) Perform a one-time inspection of the propeller blade counterweight clamps for thread damage in the bolt holes in accordance with the Accomplishment Instructions of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-237, dated July 17, 1998, as follows:

(1) For propellers with 2,500 or more hours time in service (TIS) since last overhaul, inspect within 300 hours time in service (TIS), or 45 days after the effective date of this AD, whichever occurs first.

(2) For all other propellers inspect within 600 hours TIS, or 90 days after the effective date of this AD, whichever occurs first.

(3) For propeller blade counterweight clamps that do not meet the return to service criteria stated in the ASB, prior to further flight remove from service propeller blade counterweight clamps and replace and reassemble with serviceable parts in accordance with the ASB.

(4) For propeller blade counterweight clamps that meet the return to service criteria stated in the ASB, reassemble in accordance with the ASB.

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

(d) The actions required by this AD shall be done in accordance with the following Hartzell Propeller Inc. service documents:

Document No.	Pages	Date
HC-ASB-61-237	1-20	July 17, 1998

Total pages: 20.

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 Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634, ATTN: Product Support; telephone (937) 778-4200, fax (937) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 31, 1998.

Issued in Burlington, Massachusetts, on August 5, 1998.

David A. Downey,

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

[FR Doc. 98-21651 Filed 8-13-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-36]

Removal of Class D Airspace and Class E Airspace; Willoughby, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes Class D airspace and Class E airspace at Willoughby, OH. The air traffic control tower for Willoughby, Lost Nation Airport, OH, has been decommissioned, therefore the required criteria for Class D airspace for the airport is no longer being met. The removal of the Class D airspace also causes the removal of the Class E airspace extensions to the Class D airspace.

EFFECTIVE DATE: 0901 UTC, October 08, 1998.

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 Wednesday, June 3, 1998, the FAA proposed to amend 14 CFR part 71 to remove Class D and Class E airspace at Willoughby, OH (63 FR 30156). The proposal was to rescind controlled airspace due to required criteria no longer being met.

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. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be removed subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 removes Class D airspace and Class E airspace at Willoughby, OH. The required criteria for Class D airspace is no longer being met, as the air traffic control tower for Willoughby, Lost Nation Airport, OH, has been decommissioned. The removal of the Class D airspace also causes the removal of the Class E airspace extensions to the Class D airspace.

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 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 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 5000 Class D airspace.
* * * * *

AGL OH D Willoughby, OH [Removed]
* * * * *

Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.
* * * * *

AGL OH E4 Willoughby, OH [Removed]
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Issued in Des Plaines, Illinois on July 29, 1998.

Richard K. Petersen,
Acting Assistant Manager, Air Traffic Division.
[FR Doc. 98-21860 Filed 8-13-98; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANM-10]

Amendment of Class E Airspace; Akron, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Akron, CO, Class E airspace by providing additional controlled airspace to accommodate the development of new Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at Akron-Washington County Airport.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 98-ANM-10, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On June 2, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Akron, CO, Class E airspace area (63 FR 29959). This revision provides the additional airspace

necessary to encompass the GPS Runway 11 and the GPS Runway 29 SIAP for the Akron-Washington County Airport. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from the surface of the earth, and from 700 feet or more above the surface of the earth, are published in Paragraph 6002 and Paragraph 6005, respectively, of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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 modifies Class E airspace at Akron, CO, by providing the additional airspace necessary to fully contain two new flight procedures at Akron-Washington County Airport. This modification of airspace enlarges the surface area to meet current criteria standards while also adding a ten-mile extension to the southeast in order to contain an associated SIAP holding pattern. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) at the Akron-Washington County Airport and between the terminal and en route transition stages.

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—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; E.O. 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 the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6002 Class E airspace designated as a surface areas for an airport.
* * * * *

ANM CO E2 Akron, CO [Revised]

Akron-Washington County Airport; CO [Lat. 40°10'32"N, long. 103°13'19"W] Akron VORTAC [Lat. 40°09'20"N, long. 103°10'47"W]

Within a 4.1-mile radius of the Akron-Washington County Airport, and within 3.5 miles of each side of the Akron VORTAC 123° radial extending from the 4.1-mile radius to 9.6 miles southeast of the VORTAC.
* * * * *

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

ANM CO E5 Akron, CO [Revised]

Akron-Washington County Airport, CO [Lat. 40°10'32"N, long. 103°13'19"W]

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Akron-Washington County Airport, and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 40°06'35"N, long 102°37'19"W; to lat. 39°48'00"N, long 102°37'00"W; to lat. 39°42'28"N, long. 102°58'15"W; to lat. 40°00'15"N, long. 103°33'32"W; to lat. 40°24'30"N, long. 103°13'52"W; thence to point of beginning; excluding Federal airways and the Denver and Sterling, CO, Class E airspace areas.
* * * * *

Issued in Seattle, Washington, on August 4, 1998.

Glenn A. Adams III,
Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 98-21864 Filed 8-13-98; 8:45 am]
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