

**§ 39.13 [Amended]**

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

**98-18-10 General Electric Company:**

Amendment 39-10726. Docket 98-ANE-18-AD.

**Applicability:** General Electric Company (GE) CF6-6 series turbofan engines, installed on but not limited to McDonnell Douglas DC-10-10 series aircraft.

**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 (d) 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 low pressure turbine (LPT) stage 4 disk cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service LPT stage 4 disks, part numbers (P/Ns) 9010M40P01, 9010M40P02, 9010M40P07, 9010M40P09, and 9010M40P12, and replace with serviceable parts, in accordance with the following schedule:

(1) For disks with 12,300 or more cycles since new (CSN) but less than 24,000 CSN on the effective date of this AD, remove from service affected disks at the earliest of the following:

- (i) The next piece-part exposure after the effective date of this AD; or
- (ii) The next engine shop visit after accumulating 16,500 CSN; or
- (iii) Within 4,200 cycles in service (CIS) after the effective date of this AD; or
- (iv) Prior to exceeding 24,000 CSN.

(2) For disks with 5,000 or more CSN, but less than 12,300 CSN, on the effective date of this AD, remove from service affected disks at the earlier of the following:

- (i) Prior to exceeding 16,500 CSN; or
- (ii) Within 7,300 CIS after the effective date of this AD.

(3) For disks with less than 5,000 CSN on the effective date of this AD, remove from service affected disks prior to exceeding 12,300 CSN.

(b) This AD establishes a new cyclic retirement life limit for LPT stage 4 disks of 12,300 CSN. Thereafter, except as provided in paragraph (d) of this AD, no alternative cyclic retirement life limits may be approved for LPT stage 4 disks.

(c) For the purpose of this AD, the following definitions apply:

(1) An engine shop visit is defined as separation of a major, static flange.

(2) Piece-part exposure is when the affected part is completely disassembled in accordance with the disassembly instructions in the engine manual or section of the Instructions for Continued Airworthiness.

(d) 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, Engine 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, Engine 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 Engine Certification Office.

(e) 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.

(f) This amendment becomes effective on September 30, 1998.

Issued in Burlington, Massachusetts, on August 25, 1998.

**Jay J. Pardee,**

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

[FR Doc. 98-23362 Filed 8-28-98; 8:45 am]

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

**[Airspace Docket No. 98-AWP-19]**

**Revocation of Class D Airspace; Tustin MCAS, CA**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action will revoke the Class D airspace at Tustin Marine Corps Air Station (MCAS), CA. In order to meet federal mandates with regard to Base Realignment and Closure (BRAC), the U.S. Marine Corps will cease air operations at Tustin MCAS on November 30, 1998, thereby eliminating the criteria for Class D airspace.

**EFFECTIVE DATES:** 0901 UTC December 3, 1998. *Comment date:* Comments for inclusion in the Rules Docket must be received on or before September 30, 1998.

**ADDRESSES:** Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-19, Air Traffic Division, P.O. Box 92007, Worldway

Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:**

Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

**SUPPLEMENTARY INFORMATION:** The intended effect of this action is to remove the Class D airspace area associated with Tustin MCAS. Class D airspace areas are published in Paragraph 5000 of FAA Order 7400.9D dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be subsequently removed from this Order.

**The Direct Final Rule Procedure**

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. This action removes previously designated controlled airspace associated with Tustin MCAS. The intended effect of this action is to remove controlled airspace where no longer required. Unless a written adverse or negative comment or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

**Comments Invited**

Although this action is in the form of a final rule and was not preceded by a

notice of proposed rulemaking, comments are invited on this rule. Interested person are invited to comment on this rule by submitting such written date, views, or arguments, as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-AWP-19." The postcard will be date stamped and returned to the commenter.

### Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and 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 noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, 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; 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 500 Class D Airspace*

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#### AWP CA D Tustin MCAS, CA [Removed]

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Issued in Los Angeles, California, on August 17, 1998.

**Dawna Vicars,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AWP-20]

#### Revision of Class E Airspace, San Diego, North Island NAS, CA

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action will amend the effective hours of the Class E airspace extension for San Diego, North Island Naval Air Station, (NZY) Halsey Field, CA. In April of 1998 the U.S. Navy reduced the hours of operation of the Airport Traffic Control Tower (ATCT) at NZY. A separate airspace docket has been published in the **Federal Register** amending the effective hours of the NZY Class D airspace surface area. The Class E airspace extension operates in conjunction with the Class D airspace surface area. The reduction of the ATCT hours of operation has made this action necessary. The intended effect of this action is to modify the effective hours of the NZY Class E airspace extension in the legal description of the controlled airspace. This action does not involve a change in the dimensions or operating requirements of that airspace containing Instrument Flight Rules (IFR) operations at NZY.

**EFFECTIVE DATE:** 0901 UTC December 3, 1998. **Comment date:** Comments for inclusion in the Rules Docket must be received on or before September 30, 1998.

**ADDRESSES:** Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-20, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:** Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

**SUPPLEMENTARY INFORMATION:** This action will amend the airspace legal description to reflect the new operating hours of the Class E arrival extension of NZY. The 1998 reduction of the ATCT hours of operation has made this action necessary. The intended effect of this action is to modify the hours of the NZY Class E airspace area in the legal description of the controlled airspace. Class E airspace arrival extensions are published in Paragraph 6004 of FAA Order 7400.9D dated September 10,