Airworthiness Directive (AD) 83–22–01, Amendment 39–4758, and by adding a new AD to read as follows:

83–22–01 R1 The New Piper Aircraft, Inc.: Amendment 39–10852; Docket No. 82–CE–36–AD; Revises AD 83–22–01, Amendment 39–4758.

Applicability: The following models and serial numbers, certificated in any category:

Model	Serial Numbers
PA–23–235	27–505 through 27–622.
PA–23–250	27–1 and up.
PA–E23–250	27–2505 through 27–7554168, and 27–7654001 and up

Note 1: This AD applies to each airplane 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 airplanes 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 (e) 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 in the body of this AD, unless already accomplished.

To prevent possible wing structure damage caused by excessive fuel weight, which could result in loss of control of the airplane, accomplish the following:

(a) Within 30 days after the effective date of this AD, unless already accomplished (compliance with AD 83–22–01), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM), and operate the airplane in accordance with the Zero Fuel Weight Limitations specified below:

(1) Models PA–23–235 and PA–23–250 (S/N's 27–1 through 27–1999) airplanes: Zero Fuel weight—4,000 lbs.

(2) Models PA–23–250 and PA–E23–250 (serial number 27–2000 and up) airplanes: Zero Fuel weight (normally aspirated)—4,400 lbs.; (Turbo-charged)—4,500 lbs.

(b) Within 12 months after November 3, 1983 (the effective date of AD 83–22–01) or prior to further flight after the effective date of this AD, whichever occurs later, incorporate the appropriate AFM report as follows:

Airplane Model	Serial Numbers	Report
PA–23–235	27–505 through 27–622	Report 1207, Rev. B.
PA–23–250	27–1 through 27–1999	Report 1036, Rev. B.
PA–23–250	27–2000 through 27–2504	Report 1204, Rev. C.
PA–23–250	27–2505 through 27–3836; and 27–3838 through 27–3943	Report 1308, Rev. B (4800 lbs. Gross weight).
PA–23–250	27–2505 through 27–3836; and 27–3838 through 27–3943	Report 1360, Rev. B (5200 lbs. Gross weight).
PA–23–250	27–3837, 27–3944 through 27–4425, and 27–4427 through 27–4523	Report 1520, Rev. B.
PA–23–250	27–4426, 27–4574 through 27–7554168	Report 1630, Rev. 17.
PA–23–250	7654001 and up	Report 1948, Rev. 13.
PA-E23–250	27–2505 through 27–3836, and 27–3838 through 27–3943	Report 1378, Rev. B.
PA-E23–250	27–3837, 27–3944 through 27–4425; and 27–4427 through 27–4573	Report 1521, Rev. B.
PA-E23–250	27–4426 and 27–4574 through 27–7554168	Report 1631, Rev. B.
PA-E23–250	27–7654001 and up	Report 2049, Amendment 5.

(c) The actions required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

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

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, GA 30349.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) Alternative methods of compliance approved in accordance with AD 83–22–01 (revised by this action) are considered approved as alternative methods of compliance for this AD.

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

(f) The AFM reports referenced in this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. These documents may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment revises AD 83–22–01, Amendment 39–4758.

(h) This amendment becomes effective on November 25, 1998.

Issued in Kansas City, Missouri, on October 15, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–28301 Filed 10–21–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASO–14]

Establishment of Class D Airspace; Albemarle, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class D airspace at Albemarle, NC. The North Carolina Air National Guard has installed a control tower at the Stanly County Airport. As a result, Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAPs) and for Instrument Flight Rules (IFR) operations at the airport. This action establishes Class D airspace extending upward from the surface to and including 3,100 feet MSL within a 3.9-mile radius of the Stanly County Airport. Control tower hours of operation are tentatively scheduled for 1300–2100, Tuesday through Saturday.

EFFECTIVE DATE: 0901 UTC, January 28, 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) 305–5586.

SUPPLEMENTARY INFORMATION:

History

On August 27, 1998, the FAA proposed to amend part 71 of the

Federal Aviation Regulations (14 CFR part 71) by establishing Class D airspace at Albermarle, NC (63 FR45777). This action provides adequate Class D airspace for IFR operations at Stanly County Airport. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR part 71.1. The Class D designation 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) establishes Class D airspace at Albemarle, NC. The North Carolina Air National Guard has installed a control tower at the Stanly County Airport. As a result, Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAPs) and for Instrument Flight Rules (IFR) operations at the airport. This action establishes Class D airspace extending upward from the surface to and including 3,100 feet MSL within a 3.9-mile radius of the Stanly County Airport. Control tower hours of operation are tentatively scheduled for 1300–2100, Tuesday through Saturday.

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; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amnended]

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 NC D Albermarle, NC [New]

Stanly County Airport
(Lat. 35°24′55″ N, long. 80°09′03″ W)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 3.9-mile radius of Stanly County Airport. 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 Airport/Facility Directory.

* * * * *

Issued in College Park, Georgia, on October 13, 1998.

Rick Mclean,

Acting Air Traffic Division Manager, Southern Region.

[FR Doc. 98–28372 Filed 10–21–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASO–16]

Establishment of Class D Airspace; Concord, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class D airspace at Concord, NC. The City of Concord, North Carolina, has installed a control tower at the Concord Regional Airport, As a result, Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAPs) and for Instrument Flight Rules (IFR) operations at the airport. This action establishes Class D airspace extending upward from the surface to and including 3,200 feet MSL within a 4-mile radius of the Concord Regional Airport. Control tower hours of operation are tentatively scheduled for 0700–2300, daily.

EFFECTIVE DATE: 0901 UTC, January 28, 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) 305–5586.

SUPPLEMENTARY INFORMATION:

History

On August 31, 1998, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class D airspace at Concord, NC (63 FR 46204). This action provides adequate Class D airspace for IFR operations at Concord Regional Airport. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR part 71.1. The Class D designation 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) establishes Class D airspace at Concord, NC. The City of Concord, North Carolina, has installed a control tower at the Concord Regional Airport. As a result, Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach procedures (SIAPs) and for Instrument Flight Rules (IFR) operations at the airport. This action establishes Class D airspace extending upward from the surface to and including 3,200 feet MSL within a 4-mile radius of the Concord Regional Airport. Control tower hours of operation are tentatively scheduled for 0700–2300, daily.

The FAA has determined that this regulation only involves an established