

TABLE 1—Continued

Engine mark and mod standard	Pre SB72-9594			Rework bands			Post SB72-9594			Post SB72-9618		
	Life limits through 12/31/00	Life limits after 12/31/00	Life limits after 12/31/01	Rework bands through 12/31/00	Rework bands after 12/31/00	Rework bands after 12/31/01	Life limits through 12/31/00	Life limits after 12/31/00	Life limits after 12/31/01	Life limits through 12/31/00	Life limits after 12/31/00	Life limits after 12/31/01
RB.211-524B—B02, RB.211-524B4—D-02, Post SB72-5787	8500	8200	7200	6500-8500	5700-8200	5700-7200	15000	14700	13700	19000	19000	18000
RB.211-524B2, RB.211-524C2, RB211-524D4, RB211-524D4X, Pre SB72-5787	7500	7500	7300	6000-7500	6000-7500	5800-7300	13500	13500	13500	17500	17500	17500
RB.211-524B2, RB.211-524C2, RB211-524D4, RB211-524D4X, Post SB72-5787	8500	8250	7250	6500-8500	5800-8250	5800-7250	15000	14500	13500	19000	18750	17750
RB.211-524B2-B, RB.211-524C2-B, Pre SB72-5787	7500	7500	7300	6000-7500	6000-7500	5800-7300	13500	13500	13500	17500	17500	17500
RB.211-524B2-B, RB.211-524C2-B, Post SB72-5787	8500	8200	7250	6500-8500	5800-8200	5800-7250	15000	14500	13500	19000	18650	17650
RB.211-524D4-B, RB.211-524D4X-B, Post SB72-5787	8500	8500	7750	6500-8500	6500-8500	5750-7750	15000	15000	15000	19000	19000	19000
RB.211-524G, RB.211-524G-T, RB.211-524H, RB.211-524H-T, Post SB72-5787	8500	8150	7150	6500-8500	5750-8150	5750-7150	13950	13950	13950	N/A	N/A	N/A

(b) Remove from service IP stage 6-7 rotor shafts that have been reworked in accordance with R-R SB RB.211-72-9594, Revision 8, dated January 14, 1999, Revision 7, dated September 16, 1994, Revision 6, dated August 12, 1994, or Revision 5, dated February 12, 1993, prior to exceeding the new, reduced cyclic life listed in Table 1 of this AD under the sub-title "Post SB72-9594" and replace with serviceable part.

(c) Remove from service IP compressor stage 6-7 rotor shafts that have been reworked in accordance with R-R SB RB.211-72-9618, dated August 7, 1992, prior to exceeding the new, reduced cyclic life limits listed in Table 1 of this AD under the sub-title "Post SB72-9618," and replace with serviceable parts.

(d) IP compressor stage 6-7 rotor shaft rework in accordance with R-R SB RB.211-72-9594 can only be accomplished when the cyclic life of the part falls within the rework bands established in the Table 1 of this AD. To accomplish rework of IP compressor stage 6-7 rotor prior to reaching the lower limit of the rework bands specified in the Table 1 of this AD, the part must be artificially aged to the cyclic life which defines the lower limit of the applicable rework bands in Table 1 of this AD.

Note 2: For example, if the lower limit of the rework band is 8,000 cycles, and the part is reworked at 7,000 cycles, the part must be artificially aged by adding 1,000 cycles to the cycles since new recorded on the part; i.e., on return to service the cycles since new on this part would be 8,000 cycles.

(e) 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 request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 3: Information concerning the existence of approved alternative methods of

compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) 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.

Issued in Burlington, Massachusetts, on August 25, 1999.

David A. Downey,

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

[FR Doc. 99-22562 Filed 8-30-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ANM-01]

Proposed Revision of Class E Airspace, Lewiston, ID; Proposed Establishment of Class E Airspace, Grangeville, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This proposal would amend the Lewiston, ID, Class E area and establish additional controlled airspace at Grangeville, ID, to accommodate the development of new Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at the Idaho County Airport, Grangeville, ID.

DATES: Comments must be received on or before October 15, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, ANM-520, Federal Aviation Administration, Docket No. 99-ANM-01, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

The official docket may be examined in the office of the Assistant Chief Counsel for the Northwest Mountain Region at the same address.

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

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 99-ANM-01, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their

comments on this notice must submit, with those comments, a self-addressed stamped postcard on which the following state is made: "Comments to Airspace Docket No. 99-ANM-01." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Airspace Branch, ANM-520, 1601 Lind Avenue SW, Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Lewiston, ID, and establishing Class E airspace at Grangeville, ID, in order to accommodate two new GPS SIAP's to the Idaho County Airport, Grangeville, ID. This amendment would provide additional airspace at Lewiston, ID, to encompass newly established waypoints in order to meet current criteria standards associated with SIAP holding patterns. This action also allows for the establishment of airspace at Grangeville, ID, providing controlled airspace for the final approach phase of flight for the newly established SIAP's. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. The intended effects of this proposal is designed to provide for the safe and efficient use of the navigable airspace. This proposal would promote safe flight operations under Instrument Flight Rules (IFR) at the Idaho County Airport and between the terminal and en route transition stages.

The area would be depicted on aeronautical charts for pilot reference.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth, are published Paragraph 6005, 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 E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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, when promulgated, 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ANM ID E5 Grangeville, ID [New]

Idaho County Airport, Grangeville, ID (Lat. 45°56'33"N., long. 116°07'27"W)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Idaho County Airport

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ANM ID E5 Lewiston, ID [Revised]

Lewiston-Nez Perce County Airport, Lewiston, ID

(Lat. 46°22'28"N., long. 117°00'55"W)

Nez Perce VOR/DME

(Lat. 46°22'54"N., long. 116°52'10"W)

Walla Walla VOR/DME

(Lat. 46°05'13"N., long. 118°17'33"W)

That airspace extending upward 700 feet above the surface bounded by a line beginning at lat. 46°29'25" No., long. 117°34'09"W; to lat. 46°30'45" No., long. 117°00'49"W; to lat. 46°34'25"N, long. 117°04'44"W; thence via the 14.4-mile arc centered on the Nez Perce VOR/DME to lat. 46°27'00"N, long. 116°32'09"W; to lat. 46°25'30"N, long. 116°26'03"W; to lat. 46°13'20"N, long. 116°30'04"W; to lat. 46°14'33"N, long. 116°35'15"W; thence via the Nez Perce VOR/DME 14.4-mile arc to lat. 46°09'00"N, long. 116°46'54"W; to lat. 46°17'00"N, long. 116°49'14"W; to lat. 46°18'05"N, long. 117°00'15"W; to lat. 46°17'42"N, long. 117°22'04"W; to lat. 46°10'30"N, long. 117°26'24"W; to lat. 46°12'00"N, long. 117°35'44"W; north to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat.

46°00'00"N, long. 116°00'04"W; to lat. 46°00'00"N, long. 116°19'00"W; to lat. 45°39'00"N, long. 116°10'03"W; to lat. 45°30'00"N, long. 116°14'03"W; to lat. 45°23'00"N, long. 116°21'03"W; to lat. 45°25'00"N, long. 116°34'04"W; to lat. 45°30'00"N, long. 116°46'04"W; to lat. 46°00'00"N, long. 116°56'04"W; thence along the Walla Walla VOR/DME 16.6-mile radius, thence north along the Walla Walla VOR/DME 16.6-mile radius until intercepting V-536, thence northeast along V-536 and southeast along V-2 until intercepting long. 115°15'04"W, thence south along long. 115°15'04"W, until intercepting V-187, thence southeast along V-187 until intercepting long. 116°00'00"W, thence south along long. 116°00'00"W, to lat. 46°15'00"N; to lat. 46°00'00"N, long. 115°50'00"W, thence to the point of beginning; excluding all Federal airways.

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Issued in Seattle, Washington, on August 16, 1999.

George L. Orr,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 99-22612 Filed 8-30-99; 8:45 am]

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