

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 an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

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

**99-18-18 Dowty Aerospace Propellers:**  
Amendment 39-11284. Docket 99-NE-43-AD.

**Applicability:** Dowty Aerospace Propellers Model R381/6-123-F/5 propellers, installed on but not limited to SAAB 2000 series airplanes.

**Note 1:** This airworthiness directive (AD) applies to each propeller 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 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 (c) 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 cracks and propagation, which could result in propeller blade separation and possible aircraft loss of control, accomplish the following:

#### Visual Inspections

(a) Perform initial and repetitive visual inspections of propeller blades for cracks across the camber face in accordance with the Accomplishment Instructions of Dowty Aerospace Propellers Service Bulletin (SB) No. S2000-61-75, Revision 1, dated June 11, 1999, as follows:

(1) Initially inspect within 50 hours time-in-service (TIS) after the effective date of this AD.

(2) Thereafter, inspect at intervals not to exceed 50 hours TIS since last inspection.

(3) Replace cracked propeller blades prior to further flight with serviceable blades.

#### Ultrasonic (UT) Inspections

(b) Perform initial and repetitive UT inspections of propeller blades for cracks across the camber face in accordance with the Accomplishment Instructions of Dowty Aerospace Propellers SB No. S2000-61-75, Revision 1, dated June 11, 1999, as follows:

(1) Initially inspect within 200 hours TIS after the effective date of this AD.

(2) Thereafter, inspect at intervals not to exceed 200 hours TIS since last inspection.

(3) Replace cracked propeller blades prior to further flight with serviceable blades.

(c) 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, Boston Aircraft Certification Office (ACO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston ACO.

(d) Special flight permits may be issued in accordance with §§ 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 inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be performed in accordance with Dowty Aerospace Propellers SB No. S2000-61-75, Revision 1, dated June 11, 1999. 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 Dowty Aerospace Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL29QN, England; telephone +44 1452 716000, fax +44 1452 716001. 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.

(f) This amendment becomes effective on September 16, 1999.

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

**David A. Downey,**

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

[FR Doc. 99-22563 Filed 8-31-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AWA-11]

RIN 2120-AA66

**Amend Title of the Vancouver, BC, Class C and D Airspace, Point Roberts, Washington (WA)**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the name of the Vancouver, BC, Class C and the Abbotsford, BC, Class D, airspace by inserting a reference to Point Roberts, Washington, in their titles. The purpose of this action is to accurately identify the location of the airspace on the United States side of the United States/Canadian border.

**EFFECTIVE DATES:** 0901 UTC, November 4, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

On August 20, 1997, the FAA issued a final rule, Airspace Docket Number 93-AWA-16, for the modification of Class D airspace south of Abbotsford, BC, on the United States side of the U.S./Canadian border, and the establishment of a Class C airspace area in the vicinity of Point Roberts, WA (62 FR 45526). The effective date of the modification of the Class D airspace was May 20, 1999, and the effective date of the establishment of the Class C airspace was June 18, 1998.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR

part 71) changes the title of the Vancouver, BC, Class C and the Abbotsford, BC, Class D by inserting a reference to Point Roberts, WA into the title. This action is being taken to more accurately identify the location of the airspace on the United States side of the U.S./Canadian border. This is an administrative change only to the title of the Class B and Class D airspace areas in Vancouver, BC, and does not involve a change in the dimensions or operating requirements of these areas, therefore, I find that notice and public procedure under 5 U.S.C 553(b) are unnecessary.

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 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 part 71 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 4000—Subpart C—Class C Airspace*

\* \* \* \* \*

##### *ANM BC C Vancouver, BC [Amended]*

By removing the words "ANM BC C Vancouver, BC," in the title and substituting the words "ANM BC C Vancouver, BC (Point Roberts, WA)" in the title.

\* \* \* \* \*

##### *Paragraph 5000—Subpart D—Class D Airspace*

\* \* \* \* \*

##### *ANM BC D Abbotsford, BC [Amended]*

By removing the words "ANM BC D Abbotsford, BC," in the title and substituting the words "ANM BC D Abbotsford, BC (Point Roberts, WA)" in the title.

\* \* \* \* \*

Issued in Washington, DC, on August 25, 1999.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 99–22752 Filed 8–31–99; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–ASO–10]

#### **Establishment of Class D Airspace; Tupelo, MS.**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the geographic coordinates of a final rule that was published in the **Federal Register** of August 24, 1999, (64 FR 46114), Airspace Docket No. 99–ASO–10.

**EFFECTIVE DATE:** September 1, 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**

**Federal Register** Document DOCID: fr24au99–2, Airspace Docket No. 99–ASO–10, published on August 24, 1999, (64 FR 46114), established Class D surface area airspace at Tupelo, MS. Errors were discovered in the geographic coordinates of the Tupelo Municipal-C.D. Lemons Airport, Tupelo, MS. This action corrects those errors.

#### **Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Tupelo

Municipal-C.D. Lemons Airport, Tupelo, MS. for the Class D surface area airspace at Tupelo, MS, as published in the **Federal Register** on August 24, 1999, (64 FR 46114), (Federal Register Document DOCID: fr24au99–2; page 46115), are corrected as follows:

##### **§ 71.71 [Corrected]**

\* \* \* \* \*

##### **ASO MS D Tupelo, MS [Corrected]**

By removing "Lat. 34°16'00"N, long. 88°46'11"W" and substituting "Lat. 34°16'05"N, long. 88°46'12"W".

\* \* \* \* \*

Issued in College Park, Georgia, on August 28, 1999.

Signed by:

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division Southern Region.*

[FR Doc. 99–22755 Filed 8–31–99; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–ACE–28]

#### **Amendment to Class E Airspace; Grain Valley, MO**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Grain Valley, MO.

**DATE:** The direct final rule published at 64 FR 39009 is effective on 0901 UTC, November 4, 1999.

#### **FOR FURTHER INFORMATION CONTACT:**

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on July 21, 1999 (64 FR 39009). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the