

As an alternative method of compliance to the actions required by paragraphs (a), (a)(1), and (a)(2) of this AD, you may incorporate Report No.: 01973-001, page 2-12, Revision 9: September 1, 1999, into Section 2, Limitations, of the Pilatus PC12 AFM.

(f) *Can the pilot accomplish the action?* Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records, showing compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(g) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (g) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(h) *Where can I get information about any already-approved alternative methods of compliance?* Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(i) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(j) *When does this amendment become effective?* This amendment becomes effective on July 17, 2000.

Issued in Kansas City, Missouri, on May 24, 2000.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-13874 Filed 6-1-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-18]

RIN 2120-AA66

Realignment and Establishment of VOR Federal Airways; KY and TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action realigns Federal Airway V-517 in the vicinity of Snowbird, TN, and establishes two Federal airways, V-347 between London, KY, and Hinch Mountain, TN, and V-384 between Livingston, TN, and Volunteer, TN. This action improves navigational routings and enhances service for users, and provides for more efficient handling of air traffic between the Indianapolis and the Atlanta Air Route Traffic Control Centers' (ARTCC) airspace.

EFFECTIVE DATE: 0901 UTC, August 10, 2000.

FOR FURTHER INFORMATION CONTACT: Terry Brown, 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:

History

On March 8, 1998, the FAA proposed to amend 14 CFR part 71 (part 71) to realign Federal Airway V-517 in the vicinity of Snowbird, TN, and to establish two Federal Airways, V-347 between London, KY, and Hinch Mountain, TN, and V-384 between Livingston, TN, and Volunteer, TN (64 FR 10962).

Interested parties were invited to participate in this rulemaking proceeding by submitting comments. No comments to the proposal were received. Except for editorial changes, this rule is the same as that proposed in the notice.

The Rule

This amendment to part 71 realigns V-517 in the vicinity of Snowbird, TN, by changing the origination point of the airway from the Volunteer, TN, Very High Frequency Omnidirectional Range/ Tactical Air Navigation (VORTAC) station, to the Snowbird, TN, VORTAC. Currently, V-517 extends from Volunteer, through the Miami Intersection, to London, KY, which is

not a direct route. However, a direct route between Volunteer and London does exist via V-97. On the other hand, there is currently no published direct route between Snowbird and London. This amendment enhances the flow of air traffic by realigning V-517 so as to provide a direct route between Snowbird and London. This change better accommodates northwest-southeast-bound traffic in that area.

This rule also establishes two Federal airways in the Kentucky-Tennessee area: V-347 between London, KY, and Hinch Mountain, TN; and V-384 between Livingston, TN, and Volunteer, TN. These new airways provide direct routes between the affected navigation facilities which match known traffic flows, simplify flight plan filing, and reduce air traffic control communications requirements, thus resulting in enhanced service for users. These additional airways also provide air traffic controllers with more nonradar routes between Indianapolis ARTCC and Atlanta ARTCC airspace, thereby facilitating the efficient handling of nonradar-routed traffic between the two ARTCC's.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The airways listed in this document will be published subsequently in the Order.

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, 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).

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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

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Paragraph 6010(a)—Domestic VOR Federal Airways

V-347 [New]

From London, KY; to Hinch Mountain, TN.

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V-384 [New]

From Livingston, TN; INT Livingston 121° and Volunteer, TN, 307° radials; to Volunteer.

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V-517 [Revised]

From Snowbird, TN; INT Snowbird 329° and London, KY, 141° radials; London; INT London 004° and Falmouth, KY, 164° radials; Falmouth; Cincinnati, OH; INT Cincinnati 336° and Richmond, IN, 190° radials; Richmond; to Dayton, OH.

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Issued in Washington, DC, on May 25, 2000.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 00–ANM–06]

RIN 2120–AA66

Change Using Agency for Restricted Area R-2602, Colorado Springs, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action changes the name of the using agency for Restricted Area R-2602 (R-2602), from “USAF, Air Force Space Command, 2nd Space

Wing, Falcon Air Force Base, CO,” to “USAF Space Command, 2nd Space Wing, Schriever Air Force Base, CO.” This is an administrative change that was initiated by the U.S. Air Force (USAF) to reflect the name change of Falcon Air Force Base (AFB), CO, to Schriever AFB, CO.

EFFECTIVE DATE: 0901 UTC, August 10, 2000.

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

As a result of an Air Force decision to rename Falcon AFB, CO, to Schriever AFB, CO, the using agency for R-2602 is being changed from “USAF, Air Force Space Command, 2nd Space Wing, Falcon Air Force Base, CO,” to “USAF Space Command, 2nd Space Wing, Schriever Air Force Base, CO. The USAF requested this change to correct the current description for R-2602.

The Rule

This action amends 14 CFR part 73 by changing the name of the using agency for R-2602 from “U.S. Air Force Space Command, 2nd Space Wing, Falcon AFB, CO,” to “USAF Space Command, 2nd Space Wing, Schriever AFB, CO.” This administrative change will not alter the existing boundaries, altitudes, times of designation, or the activities conducted within the affected restricted area.

Therefore, since this action simply changes the using agency for the existing restricted area and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C 553(b) are unnecessary.

Section 73.26 of part 73 was republished in FAA Order 7400.8G, dated September 1, 1999.

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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This action is a minor administrative change amending the name of the using agency for an existing restricted area. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act of 1969.

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for 14 CFR part 73 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.

§ 73.26 [Amended]

2. § 73.26 is amended as follows:

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R-2602 Colorado Springs, CO [Amended]

By removing the words “Using agency. USAF, Air Force Space Command, 2nd Space Wing, Falcon AFB, CO,” and substituting the words “Using agency. USAF Space Command, 2nd Space Wing, Schriever AFB, CO.”

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Issued in Washington, DC on May 18, 2000.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

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