

third and fourth lines, "(14 CFR part 39) to include an airworthiness directive (AD)" is corrected to read "(14 CFR part 39) by superseding (AD) 99-08-14, Amendment 39-11120 (64 FR 17949), dated April 13, 1999".

#### **§ 39.13 [Corrected]**

3. On page 63543, in the second column, in the AD heading, in the second line, "39-11941. Docket No. 98-ANE-61-AD." is corrected to read "39-11941 Docket No. 98-ANE-61-AD. Supersedes AD 99-08-14, Amendment 39-11120.".

Issued in Burlington, MA, on October 25, 2000.

**David A. Downey,**

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

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**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 98-ANE-48-AD; Amendment 39-11940; AD 2000-21-08]

**RIN 2120-AA64**

#### **Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2000-21-08 applicable to Pratt & Whitney JT8D series turbofan engines that was published in the **Federal Register** on October 24, 2000 (65 FR 63537). The statement identifying AD 2000-21-08 as superseding AD 99-12-03, Amendment 39-11187 (64 FR 30379, dated June 8, 1999), was inadvertently omitted from the AD. This document corrects that statement. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** April 23, 2001.

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

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone 781-238-7175, fax 781-238-7199.

**SUPPLEMENTARY INFORMATION:** A final rule airworthiness directive (FR Doc. 00-26971) applicable to Pratt & Whitney JT8D series turbofan engines was published in the **Federal Register** on

October 24, 2000 (65 FR 63537). The following correction is needed:

#### **§ 39.13 [Corrected]**

On page 63539, in the first column, the AD heading is corrected to read "AD 2000-21-08 Pratt & Whitney: Amendment 39-11940. Docket 98-ANE-48-AD. Supersedes AD 99-12-03, Amendment 39-11187.".

Issued in Burlington, MA, on October 26, 2000.

**David A. Downey,**

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

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 98-ANE-43-AD; Amendment 39-11939; AD 2000-21-07]

**RIN 2120-AA64**

#### **Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2000-21-07 applicable to Pratt & Whitney JT8D-200 series turbofan engines that was published in the **Federal Register** on October 24, 2000 (65 FR 63540). The statement identifying AD 2000-21-07 as superseding AD 99-12-04, Amendment 39-11188 (64 FR 30382, dated June 8, 1999), was inadvertently omitted from the AD. This document corrects that statement. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** April 23, 2001.

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

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone 781-238-7175, fax 781-238-7199.

**SUPPLEMENTARY INFORMATION:** A final rule airworthiness directive (FR Doc. 00-26970) applicable to Pratt & Whitney JT8D-200 series turbofan engines was published in the **Federal Register** on October 24, 2000 (65 FR 63540). The following correction is needed:

#### **§ 39.13 [Corrected]**

On page 63541, in the first column, the AD heading is corrected to read "AD 2000-21-07 Pratt & Whitney: Amendment 39-11939. Docket 98-ANE-43-AD. Supersedes AD 99-12-04, Amendment 39-11188.".

Issued in Burlington, MA, on October 26, 2000.

**David A. Downey,**

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

[FR Doc. 00-28090 Filed 11-1-00; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Airspace Docket No. 00-AWP-8]

#### **Modification of Class E Airspace; Willits, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace area at Willits, CA. A revision to the Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 16 and RWY 34 at Ells Field-Willits Municipal Airport has made action necessary. Additional controlled airspace extending upward from 1200 feet above the surface of the earth is needed to contain aircraft executing the RNAV RWY 16 and RWY 34 SIAP with a Terminal Arrival Area design to Ells Field-Willits Municipal Airport. The intended effects of this action is to provide adequate controlled airspace for Instrument Flight Rules operations at Ells Field-Willits Municipal Airport, Willits, CA.

**EFFECTIVE DATE:** 0901 UTC January 25, 2001.

**FOR FURTHER INFORMATION CONTACT:** Jeri Carson, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6611.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On August 23, 2000, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Willits, CA (65 FR 38227). Additional controlled airspace extending upward from 1200 feet above the surface is needed to contain aircraft executing the

RNAV RWY 16 and RWY 34 SIAP at Ells Field-Willits Municipal Airport, Willits, CA. This action will provide adequate controlled airspace for aircraft executing the RNAV RWY 16 and RWY 34 SIAP Ells Field-Willits Municipal Airport, Willits, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

### The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Willits, CA. A revision to the RNAV RWY 16 and RWY 34 SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the RNAV 16 and RWY 34 SIAP at Ells Field-Willits Municipal Airport, Willits, CA.

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 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; 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 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

### AWP CA E5 Willits, CA [Revised]

Ells Field-Willits Municipal Airport, CA  
(Lat. 39°27′05″N, long. 123°22′20″W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Ells Field-Willits Municipal Airport and that airspace bounded by a line beginning at lat. 39°28′00″N, long. 123°00′00″W; to lat. 39°48′30″N, long. 123°42′00″W; to lat. 39°53′30″N, long. 123°28′30″W; to lat. 39°32′11″N, long. 123°17′27″W, thence clockwise via the 6.3-mile radius of the Ells Field-Willits Municipal Airport, to the point of beginning; and that airspace extending upward from 1,200 feet above the surface with a 39-mile radius of the Ells Field-Willits Municipal Airport.

\* \* \* \* \*

Issued in Los Angeles, California, on October 20, 2000.

**John Clancy,**

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

[FR Doc. 00–28188 Filed 11–1–00; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 97

[Docket No. 30210; Amdt. No. 2017]

### Standard Instrument Approach Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard

Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

**For Purchase—**Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA–200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**By Subscription—**Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

### FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954–4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form