

prior to accumulating 3,200 hours TIS since last fuel nozzle and support assembly overhaul.

(iii) Thereafter, inspect for fuel leakage in accordance with PW ASB A6153, Revision 1, dated June 8, 1994, at intervals not to exceed 700 hours TIS since last inspection.

(iv) Remove from service No. 7 fuel nozzle and support assemblies that exhibit evidence of fuel leakage as described in PW ASB No. A6153, Revision 1, dated June 8, 1994, and replace with the improved sealing configuration nozzle in accordance with paragraph (a)(2)(i) of this AD, as follows:

(A) Within 25 hours TIS, or 25 cycles in service (CIS), whichever occurs first, after the inspection performed in paragraph (a)(1) for aircraft with only one engine exhibiting No. 7 fuel nozzle and support assembly leakage.

(B) Prior to further flight, on aircraft with two or more engines exhibiting No. 7 fuel nozzle and support assembly leakage, remove and replace at least all but one of the leaking No. 7 fuel nozzle and support assemblies. If not replacing all leaking No. 7 fuel nozzle and support assemblies, the remaining No. 7 fuel nozzle and support assembly that exhibits leakage shall be removed and replaced in accordance with paragraph (a)(1)(iv)(A) of this AD.

(2) At the next accessibility of the diffuser build group after the effective date of the AD, but no later than July 31, 1999, accomplish the following:

(i) Replace the No. 7 fuel nozzle and support assembly in accordance with paragraph 1.B.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(ii) Replace the aluminum pressure and scavenge oil tube fittings with steel fittings in accordance with PW ASB No. A6170, Revision 2, dated October 20, 1994.

(iii) Replacement of the following oil tubes with corresponding oil tubes that incorporate steel fittings constitutes compliance with paragraph (b)(2) of this AD:

(A) Outer internal No. 4 and 5 bearing pressure tube assembly for PW JT8D-200 series engines.

(B) Outer internal main bearing pressure tube assembly for PW JT8D-200 series engines.

(C) Main bearing pressure manifold assembly for PW JT8D-200 series engines.

(D) Front No. 4 1/2 and 6 bearing pressure tube assembly for JT8D-200 series engines.

(E) No. 4 bearing oil scavenge tube assembly for all other JT8D engines.

(F) No. 4 bearing oil pressure tube assembly for all other JT8D engines.

(G) Main bearing pressure manifold assembly for all other JT8D engines.

(3) Incorporation of the hardware required by paragraph (a)(2)(i) of this AD constitutes terminating action for the inspections required by paragraphs (a)(1) of this AD.

(b) For engines that have incorporated modifications of the No. 7 fuel nozzle and support assembly in accordance with PW ASB No. A6169, Revision 4, dated June 5, 1996, or earlier revisions, and have not incorporated the replacement of the No. 7 fuel nozzle and support assembly with a fuel nozzle and support assembly with tack welded lock tabs in accordance with PW SB

No. 6240, dated January 12, 1996, accomplish the following.

(1) Borecope inspect, remove, and replace fuel nozzle and support assemblies for nut rotation in accordance with methods, intervals and inspection criteria specified in PW ASB No. 6310, dated October 13, 1997.

(2) At the next accessibility of the diffuser build group after the effective date of the AD, but no later than [Insert 5 years after the effective date of the AD], replace the No. 7 fuel nozzle and support assembly with a welded air nozzle assembly in accordance with paragraph 1.B.(1), 1.B.(2) and 1.B.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(3) Accomplishment of paragraph (b)(2) of this AD is terminating action to the inspections of paragraph (b)(1) of this AD.

(c) For engines that have incorporated the replacement of the No. 7 fuel nozzle and support assembly with a fuel nozzle and support assembly with tack welded lock tabs in accordance with PW SB No. 6240, dated January 12, 1996, at the next accessibility of the diffuser build group after the effective date of the AD, but no later than [insert 5 years after the effective date of the AD], replace the No. 7 fuel nozzle and support assembly with a welded air nozzle assembly in accordance with paragraph 1.A.(1), 1.A.(2) and 1.A.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(d) For the purpose of this AD, accessibility of the diffuser build group is defined as engine maintenance that entails flange separation of the diffuser case from the combustion chamber outer case.

(e) For the purpose of this AD, fuel nozzle and support assembly overhaul is defined as disassembly of the fuel nozzle from the support assembly that entails removal of the fuel nozzle nut.

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

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

(g) 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 April 23, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-11]

Proposed Modification to Class E Airspace; Ukiah, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify the Class E airspace at Ukiah, CA, by lowering a portion of the base of controlled airspace from 9,500 feet mean sea level, (MSL) to 1,200 feet above ground level (AGL). This action is due to the proposed establishment of a new federal airway (V-607) between Mendocino and Arcata, CA. The proposed airway, if adopted, will have a minimum enroute altitude of 9,000 feet MSL. A review of airspace classification has made this action necessary in order to achieve compliance with criteria stated in FAA Order 7400.2D. The intended effect of this proposal is to ensure that the Class E airspace at Ukiah, CA will be of sufficient size to contain V-607.

DATES: Comments must be received on or before June 1, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-11, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

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

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261, telephone (310) 725-6539.

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. Individuals wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AWP-11." The postcard will be date/time stamped and returned to the individual. 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 light of comments received. All comments submitted will be available for examination in the Airspace Branch, Air Traffic Division, at 15000 Aviation Boulevard, Lawndale, California 90261, 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

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Airspace Branch, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. 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. 11A-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to 14 CFR Part 71 to modify the Class E airspace area at Ukiah, CA, by lowering a portion of the base of controlled airspace from 9,500 feet MSL to 1,200 feet AGL. This action is due to the proposed establishment of a new federal airway (V-607) between Mendocino and Arcata, CA. The proposed airway, if adopted, will have a minimum enroute altitude of 9,000 feet MSL. A review of airspace classification has made this action necessary in order to achieve compliance with criteria stated in FAA

Order 7400.2D. The intended effect of this proposal is to ensure that the Class E airspace at Ukiah, CA will be of sufficient size to contain V-607. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6006 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in that 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. Therefore, this proposed 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 10034; 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 proposed rule would 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6005 Subpart E—Class E Airspace

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AWP CA E Ukiah, CA [Revised]

Ukiah Municipal Airport, CA
(Lat. 39°07'34"N, long. 123°12'03"W)

Fortuna VORTAC
(Lat. 40°40'17"N, long. 124°14'04"W)

Mendocino VORTAC
(Lat. 39°03'12"N, long. 123°16'27"W)

Red Bluff VORTAC
(Lat. 40°05'56"N, long. 122°14'11"W)

That airspace extending upward from 1,200 feet above the surface within a 17.4 mile radius of the Mendocino VORTAC, excluding that airspace east of the western edge of V25 and that airspace bounded by a line from lat. 39°32'00"N, long. 123°33'14"W; to lat. 39°32'00"N, long. 123°11'34"W; to lat. 39°21'37"N, long. 123°04'54"W; to lat. 39°19'07"N, long. 123°07'22"W, thence counterclockwise via the 17.4 mile radius of the Mendocino VORTAC to lat. 39°19'04"N, long. 123°25'40"W; to lat. 39°32'00"N, long. 123°33'14"W. That airspace extending upward from 7,500 feet MSL south of the Red Bluff VORTAC between the 20.9- and 39.1-mile arcs of the Red Bluff VORTAC bounded on the northwest by the northwest edge of V-199 and on the southeast by the southeast edge of V-25. That airspace extending upward from 8,500 feet MSL south of the Red Bluff VORTAC bounded on the northeast by a 39.1-mile arc of the Red Bluff VORTAC, on the southeast by the southeast edge of V-25, on the south and southwest by the north edge of V-200 and a 17.4-mile arc of the Mendocino VORTAC, and on the northwest by the northwest edge of V-199. That airspace extending upward from 9,500 feet MSL bounded on the southeast by the northwest edge of V-199 to lat. 39°21'37"N, long. 123°04'54"W; to lat. 39°32'00"N, long. 123°11'34"W; to lat. 39°32'00"N, long. 123°20'33"W, and on the west by the east edge of V-607, and on the north by a line 7.8 miles south of a parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radii to the 17.4-mile arc of the Red Bluff VORTAC, thence counterclockwise to the northwest edge of V-199, and that airspace bounded on the east by the western edge of V607 to lat. 39°46'40"N, long. 123°35'50"W, and on the west by the east edge of V-27 to the 24-mile radius of the Fortuna VORTAC, thence counterclockwise to the west edge of V-607. That airspace extending upward from 5,300 feet MSL bounded on the east by the southwest edge of V-27 and on the west by the west/southwest edge of V-494.

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Issued in Los Angeles, California, on April 21, 1998.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

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