

TABLE 1

Models	Initial threshold	Engine manual
PW4052, PW4152, PW4158, PW4050, PW4650	2400 HPC cycles since new or since HPC overhaul	50A605, 50A443
PW4056,* PW4156,* PW4156A*	1700 engine cycles since new	50A605, 50A443
PW4056, PW4156, PW4156A	1200 HPC cycles since HPC overhaul	50A605, 50A443
PW4060, PW4060A, PW4060C, PW4062, PW4160, PW4460, PW4462.	1200 HPC cycles since new or since HPC overhaul	50A605, 50A443, 50A822

First Run, Full Up Engines.

TABLE 2.—ON-WING ACCEPTANCE CRITERIA

Test type	Test result	Disposition
Cool Bodie: In accordance with SI 7F-96, dated August 9, 1996.	Pass	Continue in service.
	Failure	Remove from service or conduct E1E. If <0.02 continue in service. If E1E is ≥0.02 remove from service, prior to further flight.
E1E: In accordance with SI 49F-96, dated January 10, 1996.	<0.02	Continue in service.
	≥0.02 but ≤0.032	Conduct Cool Bodie, if pass continue in service. If fail remove engine from service, prior to further flight.
	>0.032	Remove from service, prior to further flight.

(b) For engines removed from service in accordance with paragraph (a) of this AD, a cold engine fuel spike stability test (Testing—20) may be done in accordance with the associated PW PW4000 Engine Manual Temporary Revisions 71-0016, 71-0025, and 71-0030, all dated March 15, 1999, or PW SI 32F-99, dated April 13, 1999. Engines that pass a test cell stability test may be returned to service.

(c) Repeat stability tests in accordance with paragraph (a)(1)(i) or (a)(1)(ii) on engines that meet the acceptance criteria of Table 2 of this AD or pass a test cell stability test in accordance with paragraph (b) before accumulating 800 CIS since last stability test.

(d) Remove from service engines that do not meet the acceptance criteria of Table 2, prior to further flight and replace with a serviceable engine that has undergone applicable initial and repetitive testing in accordance with paragraphs (a), (b) and (c) of this AD.

(e) Conduct stability tests on the remaining engine on each airplane before accumulating 1800 engine CIS after the effective date of this AD, or by December 31, 2000, whichever comes first, in accordance with paragraph (a) of this AD.

(f) Engines that have not reached the initial threshold specified in Table 1 of this by 1000 engine CIS after the effective date of this AD, or by December 31, 1999, whichever comes first, must be tested before the engine reaches the initial threshold so that no more than one engine per airplane has not been tested. After accumulating 1800 CIS or December 31, 2000, whichever comes first, the engines must be managed so that all engines have been tested in accordance with the initial thresholds specified in Table 1 of this AD or the repetitive 800 CIS threshold requirement of this AD.

(g) After the effective date of this AD, a cold engine fuel spike stability test (Testing—20) must be performed in accordance with PW Temporary Revision 71-0016, 71-0025,

or 71-0030, all dated March 15, 1999, or PW SI 32F-99, dated April 13, 1999, before an engine can be returned to service after having undergone maintenance in the shop, except under any of the following conditions:

(1) The HPC stage 12 through 14 blade tip clearances were restored to the clearances specified in the applicable fits and clearances engine manual during the shop visit, or the HPC was replaced with a new HPC during the shop visit.

(2) Less than 800 CIS have passed since the last accomplishment of Testing—20, unless a major engine flange was separated during the shop visit.

(3) The shop visit was only for replacement of a line replaceable unit, with no other work done, unless a major engine flange was separated during the shop visit.

Note 2: Boeing SB 767-72A0034, dated April 16, 1999, and SB 747-72A2038, dated April 16, 1999, include instructions similar to those contained in this AD, however, these SB's are not approved as alternate methods of compliance with this AD.

(h) 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.

(i) Report the results of the stability assessment tests to the Manager, Engine Certification Office, 12 New England Executive Park, Burlington, MA 01803-5299. Data to be reported includes engine serial number, type and date of the test, results of the test (include E1E value if applicable),

position of engine on the airplane, disposition of the engine after the test, time and cycles since compressor overhaul, and total time on engine and total cycles at the time of the test. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

(j) Special flight permits may be issued in accordance §§ 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 14, 1999.

Mark C. Fulmer,

Acting 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. 99-ANM-03]

Proposed removal of Class E airspace; Oak Harbor, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This proposal would remove the Class E surface airspace at Oak Harbor Air Park, Oak Harbor, WA. The airport is no longer eligible to retain a Class E surface area because of a lack of weather reporting.

DATES: Comments must be received on or before June 7, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, ANM-520, Federal Aviation Administration, Docket No. 99-ANM-03, 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-03, 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 this 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 statement is made: "Comments to Airspace Docket No. 99-ANM-03." 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) to remove Class E airspace at Oak Harbor, WA. This amendment would revoke airspace no longer meeting the requirements of a Class E surface area. The weather reporting requirements for a surface area dictate that weather observations must be taken by a Federally Certified Weather Observer and/or a Federally Commissioned Weather Observing System during the times and dates the surface area is designated. These weather observations routinely are not being met as required at the Oak Harbor Air Park. Attempts to have interested personnel fix the reporting problem were unsuccessful. The intended effect of this proposal is designed to provide efficient and safe use of the navigable airspace.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from the surface of the earth, are published in Paragraph 6002 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 involve 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, effective September 16, 1998, is amended as follows:

Paragraph 6002 Class E airspace designated as a surface area for an airport.

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ANM WA E2 Oak Harbor, WA [Remove]

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Issued in Seattle, Washington, on April 9, 1999.

Daniel A. Boyle,

Assistant Manager, Air Traffic Division, Northwest Mountain Region.

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FEDERAL TRADE COMMISSION

16 CFR Part 259

Request for Comment on the Guide Concerning Fuel Advertising for New Automobiles

AGENCY: Federal Trade Commission.

ACTION: Request for public comment.

SUMMARY: The Federal Trade Commission ("Commission") requests public comment on the overall costs and benefits and the continuing need for its Guide Concerning Fuel Economy Advertising for New Automobiles ("Fuel Economy Guide" or "Guide"), 16 CFR Part 259, as part of the Commission's systematic review of all