

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 99-17-10 Schweizer Aircraft

Corporation: Amendment 39-11258.

Docket No. 99-SW-31-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters, with a tail rotor swashplate shaft (shaft), part number (P/N) 269A6049-3, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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 (d) 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 failure of the shaft and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) and thereafter at intervals not to exceed 10 hours TIS until the next 100-hour or annual inspection, whichever occurs first, cut the lockwire; retract the boot on the pitch control assembly; and inspect the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure. If the shaft nut is loose and can be turned by hand, determine if the shaft, P/N 269A6049-3, is undersized in accordance with Part II of Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999 (SB), as applicable.

(b) At the next 100-hour or annual inspection, whichever occurs first, inspect the shaft, P/N 269A6049-3, for the proper size, in accordance with Part II of the applicable SB.

(c) Prior to further flight, replace any undersized shaft in accordance with Part II of the applicable SB.

(d) 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, New York Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(e) 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 helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspection shall be done in accordance with Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999, as applicable. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 2, 1999.

Issued in Fort Worth, Texas, on August 4, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-21177 Filed 8-17-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR 71**

[Airspace Docket No. 99-AEA-04FR]

**Amendment to Class E Airspace;
Frederick Municipal Airport, MD**

AGENCY: Federal Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace area extending upward from 700 feet Above Ground Level (AGL) at Frederick Municipal Airport, Frederick, MD. The development of revised Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS), and the Localizer (LOC) at Frederick Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace from instrument flight rules (IFR) operations by aircraft executing the revised Global Positioning System (GPS) Runway (RWY) 05 Standard Instrument Approach Procedure (SIAP), Instrument Landing System (ILS) RWY 23 SIAP and VHF Omni-directional Radio range (VOR) or GPS-A SIAP at Frederick Municipal Airport and for Instrument Flight Rules (IFR) operations.

EFFECTIVE DATE: 0901 UTC, August 18, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Francis Jordan, airspace Specialist, Airspace Branch, AEA-520, Air traffic

Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:**History**

On March 10, 1999, a proposal notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to amend the Class E airspace extending upward from 700 feet above the surface at Frederick Municipal Airport, MD, was published in the **Federal Register** (64 FR 11820).

Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinate for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 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 will be amended in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides sufficient controlled Class E airspace extending upward from 700 feet AGL for aircraft executing amended SIAPs at Frederick, MD.

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); (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 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—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

1. The authority citation for 14 CFR Part 71.1 of 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AEA MD E5, Frederick, MD [Revised]

Frederick Municipal Airport, MD
(Lat 39°25'03" N long 77°22'28" W.)

That airspace extending upward from 700 feet above the surface within a 10 mile radius of Frederick Municipal Airport.

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Issued in Jamaica, New York, on August 7, 1999.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.
[FR Doc. 99–21021 Filed 8–17–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 117**

[CGD01–99–140]

Drawbridge Operation Regulations: Connecticut River, CT

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the CONRAIL Middletown-Portland Bridge, mile 32.0, across the Connecticut River between Middletown

and Portland, Connecticut. This deviation from the regulations allows the bridge owner to keep the bridge in the closed position from August 5, 1999, through September 13, 1999, Thursday through Monday, 6 a.m. to 4:30 p.m. This action is necessary to facilitate repairs to replace structural steel on the bridge.

DATES: This deviation is effective from August 5, 1999, through September 13, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph Schmied, Project Officer, First Coast Guard District, at (212) 668–7165.

SUPPLEMENTARY INFORMATION:

The CONRAIL Middletown-Portland Bridge, mile 32.0, across the Connecticut River has vertical clearances of 25 feet at mean high water, and 27 feet at mean low water in the closed position. The operation regulations are in 33 CFR 117.205(b).

The bridge owner, Connecticut Department of Transportation (CONNDOT), requested a temporary deviation from the operating regulations for the CONRAIL Middletown-Portland Bridge in order to conduct necessary repairs to the structural steel on the bridge. During the process of this work the bridge cannot be opened. Vessels that can pass under the bridge without an opening may do so at all times during the closed period. This work is essential for public safety and the continued operation of the bridge. In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible.

This deviation to the operating regulations authorizes CONNDOT to keep the CONRAIL Middletown-Portland Bridge, mile 32.0, across the Connecticut River between Middletown and Portland, Connecticut, in the closed position for repairs from August 5, 1999, through September 13, 1999, Thursday through Monday, 6 a.m. to 4:30 p.m.

This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: August 9, 1999.

R.M. Larrabee,

Rear Admiral, U.S. Coast Guard Commander, First Coast Guard District.

[FR Doc. 99–21376 Filed 8–17–99; 8:45 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 180**

[OPP–300909; FRL–6098–1]

RIN 2070–AB78

Pyriproxyfen; Re-establishment of Tolerances for Emergency Exemptions

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation re-establishes time-limited tolerances for residues of the insecticide pyriproxyfen and its metabolites in or on citrus fruit at 0.3 part per million (ppm), citrus juice at 1.0 ppm; citrus oil at 300 ppm, dried citrus pulp at 1.0 ppm; and pears at 0.2 ppm, for an additional 1½-year period. These tolerances will expire and are revoked on January 31, 2001. This action is in response to EPA's granting of emergency exemptions under section 18 of the Federal Insecticide, Fungicide, and Rodenticide Act authorizing use of the pesticide on citrus and pears. Section 408(l)(6) of the Federal Food, Drug, and Cosmetic Act requires EPA to establish a time-limited tolerance or exemption from the requirement for a tolerance for pesticide chemical residues in food that will result from the use of a pesticide under an emergency exemption granted by EPA under section 18 of the Federal Insecticide, Fungicide, and Rodenticide Act.

DATES: This regulation is effective August 18, 1999. Objections and requests for hearings, identified by docket control number OPP–300909, must be received by EPA on or before October 18, 1999.

ADDRESSES: Written objections and hearing requests may be submitted by mail, in person, or by courier. Please follow the detailed instructions for each method as provided in Unit III. of the "SUPPLEMENTARY INFORMATION" section. To ensure proper receipt by EPA, your objections and hearing requests must identify docket control number OPP–300909 in the subject line on the first page of your response.

FOR FURTHER INFORMATION CONTACT: By mail: Andrea Beard, Registration Division (7505C), Environmental Protection Agency, 401 M St., SW., Washington, DC 20460; telephone number: (703)308–9356; and e-mail address: beard.andrea@epa.gov.

SUPPLEMENTARY INFORMATION: