

States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation safety, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

##### 99-22-10 General Electric Aircraft

**Engines:** Amendment 39-11388. Docket 98-ANE-62-AD.

**Applicability:** General Electric Aircraft Engines (GEAE) Models CF34-1A, -3A, -3A1, and -3A2 turbofan engines, installed on but not limited to Canadair aircraft models CL-600-2A12, -2B16, and -2B19.

**Note 1:** This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (b)

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 high pressure compressor (HPC) spool and disk cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service the following HPC spools and disks prior to accumulating cycles in service beyond new, reduced cyclic life limits, and replace with a serviceable part, as follows:

(1) For forward HPC spools, part number (P/N) 6078T56P01, which have accumulated fewer than 6,000 cycles since new (CSN) on the effective date of this AD, remove prior to accumulating 6,000 CSN.

(2) For forward HPC spools, P/N 6078T56P01, which have accumulated 6,000 or more CSN on the effective date of this AD, remove at the next shop visit after the effective date of this AD, but prior to accumulating 12,000 CSN.

(3) For the purpose of this AD, engine shop visit is defined as engine disassembly that includes separation of the compressor section from the fan section front frame and from the combustion section combustion chamber frame.

(4) For stage 9 HPC disks, P/N 6087T01P03 or 6087T01P04, remove prior to accumulating 20,000 CSN.

(5) For rear HPC spools, P/N 5087T46P01 or 5087T46P02, remove prior to accumulating 17,000 CSN.

(b) 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.

(c) 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.

(d) This amendment becomes effective on December 27, 1999.

Issued in Burlington, Massachusetts, on October 18, 1999.

**David A. Downey,**

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

[FR Doc. 99-27788 Filed 10-25-99; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AEA-09]

#### Establishment of Class E Airspace: York County, PA

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from the surface within a 6.5 mile radius of the York Airport (THV). The increased traffic at the airport and its capacity to accept flights operating under Instrument Flight Rules via a Standard Instrument Approach Procedure (SIAP) makes it desirable to establish Class E airspace designated as a surface area.

**EFFECTIVE DATE:** 0901 UTC, Nov. 5, 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 August 4, 1999 a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to establish Class E airspace at York Airport, York County, PA was published in the **Federal Register** (64 FR 42301-42302). Controlled airspace extending upward from the surface is needed to accommodate the increased traffic. The notice proposed to establish controlled airspace extending upward from surface to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

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. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. E airspace areas designations for airspace extending upward from the surface are published in paragraph 6002 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 Class E airspace designation listed in this

document will be published subsequently in the Order.

### The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace at York County, PA extending upward from the surface to accommodate operations conducted under Instrument Flight Rules. Additional controlled airspace upward from the surface will enhance the safety of flights operating in the vicinity of the York Airport.

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 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]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 6002 Class E airspace areas extending upward from the surface*

\* \* \* \* \*

#### AEA PA E2 York County, PA [New]

York Airport (THV) PA

GRP (lat. 39°55′12″N. x long. 76°52′39″W.)

That airspace extending upward from the surface within a 6.5-mile radius of the York Airport.

\* \* \* \* \*

Issued in Jamaica, New York, on October 5, 1999.

**Franklin D. Hatfield,**

*Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 99–27829 Filed 10–25–99; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–ANM–4]

RIN 2120–AA66

#### Modification of Federal Airway Victor 108 (V–108) in the Vicinity of Colorado Springs, CO

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the legal description of Federal Airway V–108. Specifically, this action includes a reference to the Hugo Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) as part of the legal description of V–108. This action is editorial and does not change the actual airway as currently used or depicted on aeronautical charts. **EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**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:

### The Rule

This action amends 14 CFR part 71 (part 71) by inserting a reference to the Hugo VORTAC in the legal description of V–108. The Hugo VORTAC is part of the existing charted V–108 but was inadvertently omitted from the legal description of V–108 published on December 12, 1997. Since this action merely involves an editorial change to the legal description of V–108, and does not involve a change in the dimensions or operating requirements of the airway, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Domestic VOR Federal airway designations are published in paragraph 6010(a) of FAA Order 7400.9G, Airspace Designations and Reporting Points,

dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The airway 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 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:

*Paragraph 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

#### V–108 [Revised]

From Santa Rosa, CA, via Scaggs Island, CA; INT Scaggs Island 131° and Concord, CA, 276° radials; 7 miles wide (4 miles N. and 3 miles S. of centerline), Concord; Linden, CA. From Meeker, CO; via Red Table, CO; Black Forest, CO; Hugo, CO; 74 miles, 65 MSL, Goodland, KS; Hill City, KS.

\* \* \* \* \*