

between \$3,390 and \$11,050 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the 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, Incorporation by reference, 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:

2000-01-14 Boeing: Amendment 39-11512. Docket 99-NM-58-AD.

Applicability: Model 777 series airplanes, as listed in Boeing Service Bulletin 777-

57A0029, Revision 1, dated August 12, 1999; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (c) 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 corrosion and subsequent fracture of the fuse pins in the main landing gear attachment and support fittings, which could result in collapse of the main landing gear and the loss of the inboard flap and spoilers, accomplish the following:

Replacement

(a) Within 48 months since date of manufacture, or 18 months after the effective date of this AD, whichever occurs later, replace the main landing gear fuse pins with new, improved fuse pins in accordance with Boeing Alert Service Bulletin 777-57A0029, dated December 22, 1998; or Boeing Service Bulletin 777-57A0029, Revision 1, dated August 12, 1999.

Spares

(b) As of the effective date of this AD, no person shall install a main landing gear fuse pin having part number 112W1728-1, 112W1728-3, or 115W1670-1 on any airplane.

Alternative Methods of Compliance

(c) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) 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 airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 777-57A0029, dated December 22, 1998; or Boeing Service Bulletin 777-57A0029, Revision 1, dated August 12, 1999. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 18, 2000.

Issued in Renton, Washington, on January 7, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-878 Filed 1-13-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29899; Amdt. No. 420]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

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 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as

the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationships

between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

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. 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. For the same reason, the FAA certifies that this amendment 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 95

Airspace, Navigation (air).

Issued in Washington, D.C. on January 14, 2000.

L. Nicholas Lacey,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, February 24, 2000.

PART 95—[AMENDED]

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 420 effective date: February 24, 2000]

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6001 VOR Federal Airway 1 is Amended to Read in Part		
Inlet, SC FIX	Plann, SC FIX	2000
§ 95.6005 VOR Federal Airway 5 is Amended to Read in Part		
McMin, TN FIX	Harme, TN FIX	*6000
*3700—MOCA		
Harme, TN FIX	Bowling Green, KY VORTAC	*2800
*2300—MOCA		
§ 95.6006 VOR Federal Airway 6 is Amended to Read in Part		
Selinsgrove, PA VORTAC	*Snowy, PA FIX	*5000
*5000—MRA		
**3300—MOCA		
§ 95.6012 VOR Federal Airway 12 is Amended to Read in Part		
Newcomerstown, OH VOR/DME	Allegheny, PA VOR/DME	3300
§ 95.6016 VOR Federal Airway 16 is Amended to Read in Part		
Pulaski, VA VORTAC	Roanoke, VA VORTAC	5300
§ 95.6020 VOR Federal Airway 20 is Amended to Read in Part		
Prove, NC FIX	Leaks, NC FIX	3500
Leaks, NC FIX	South Boston, VA VORTAC	3000
§ 95.6029 VOR Federal Airway 29 is Amended to Read in Part		
Dupont, DE VORTAC	Modena, PA VORTAC	*6000
*1700—MOCA		
§ 95.6039 VOR Federal Airway 39 is Amended to Read in Part		
Stuby, CT FIX	Chester, MA VOR/DME	4000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 420 effective date: February 24, 2000]

From	To	MEA
§ 95.6044 VOR Federal Airway 44 is Amended to Read in Part		
Paleo, MD FIX	Agard, MD FIX	13500
Agard, MD FIX	Speak, MD FIX	13000
Speak, MD FIX	Sea Isle, NJ VORTAC	7000
Sea Isle, NJ VORTAC	Karrs, NJ FIX	*6000
*1500—MOCA		
§ 95.6093 VOR Federal Airway 93 is Amended to Read in Part		
Patuxent, MD VORTAC	Graco, MD FIX	1900
Lancaster, PA VORTAC	Hails, PA FIX	3400
Hails, PA FIX	*Snowy, PA FIX	4000
*5000—MRA		
Snowy, PA FIX	Lytel, PA FIX	4000
Pawling, NY VOR/DME	Chester, MA VOR/DME	4000
Kennebunk, ME VORTAC	Brnns, ME FIX	*3000
*1600—MOCA		
Brnns, ME FIX	Razzr, MD FIX	3000
§ 95.6103 VOR Federal Airway 103 is Amended to Read in Part		
Greensboro, NC VORTAC	Henby, VA FIX	3500
Roanoke, VA VORTAC	*Natts, WV FIX	5600
*6000—MRA		
§ 95.6130 VOR Federal Airway 130 is Amended to Read in Part		
Norwich, CT VOR/DME	Minnk, RI FIX	2000
§ 95.6139 VOR Federal Airway 139 is Amended to Read in Part		
Sea Isle, NJ VORTAC	Avalo, NJ FIX	4500
Avalo, NJ FIX	Harbo, NJ FIX	6000
Harbo, NJ FIX	Drift, NJ FIX	7500
Drift, NJ FIX	Manta, NJ FIX	12000
§ 95.6166 VOR Federal Airway 166 is Amended to Read in Part		
Belay, MD FIX	*Bains, MD FIX	2000
*7500—MRA		
Bains, MD FIX	*Elude, MD FIX	2000
*7500—MRA		
Elude, MD FIX	Dupont, DE VORTAC	2000
Brief, NJ FIX	Leeah, NJ FIX	7000
Leeah, NJ FIX	Sea Isle, NJ VORTAC	3000
§ 95.6170 VOR Federal Airway 170 is Amended to Read in Part		
Modena, PA VORTAC	Dupont, DE VORTAC	*6000
*1700—MOCA		
§ 95.6189 VOR Federal Airway 189 is Amended to Read in Part		
Franklin, VA VORTAC	Hopewell, VA VORTAC	3000
§ 95.6243 VOR Federal Airway 243 is Amended to Read in Part		
McMin, TN FIX	Harme, TN FIX	*6000
*3700—MOCA		
Harme, TN FIX	Bowling Green, KY VORTAC	*2800
*2300—MOCA		
§ 95.6260 VOR Federal Airway 260 is Amended to Read in Part		
Hopewell, VA VORTAC	Franklin, VA VORTAC	3000
§ 95.6268 VOR Federal Airway 268 is Amended to Read in Part		
Avalo, NJ FIX	Harbo, NJ FIX	6000
Harbo, NJ FIX	Drift, NJ FIX	7500

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 420 effective date: February 24, 2000]

From	To	MEA
Drift, NJ FIX	Manta, NJ FIX	12000
§ 95.6284 VOR Federal Airway 284 is Amended to Read in Part		
Sea Isle, NJ VORTAC	Azxew, NJ FIX	*2500
*1500—MOCA		
Azxew, NJ FIX	Cedar Lake, NJ VORTAC	*2500
*1600—MOCA		
§ 95.6308 VOR Federal Airway 308 is Amended to Read in Part		
Sea Isle, NJ VORTAC	Avalo, NJ FIX	4500
Avalo, NJ FIX	Harbo, NJ FIX	6000
Harbo, NJ FIX	Drift, NJ FIX	7500
Drift, NJ FIX	Manta, NJ FIX	12000
§ 95.6378 VOR Federal Airway 378 is Amended to Read in Part		
Belay, MD FIX	Troyz, MD FIX	9500
Troyz, MD FIX	Nuggy, PA FIX	7500
Nuggy, PA FIX	Modena, PA VORTAC	*6000
*2000—MOCA		
§ 95.6413 VOR Federal Airway 413 is Amended to Read in Part		
Ironwood, MI VORTAC	*Russh, WI FIX	8000
*10000—MRA		
§ 95.6440 VOR Federal Airway 440 is Amended to Read in Part		
Winor, AK FIX	McGrath, AK VORTAC	
	SE BND	*10000
	NW BND	*5000
*4000—MOCA		
§ 95.6495 VOR Federal Airway 495 is Amended to Read in Part		
Corvallis, OR VOR/DME	Newberg, OR VORTAC	*4000
*3400—MOCA		
§ 95.6510 VOR Federal Airway 510 is Amended to Read in Part		
Anvik, AK NDB/DME	Abear, AK FIX	
	E BND	*10000
	W BND	*9000
*6200—MOCA		
Abear, AK FIX	McGrath, AK VORTAC	*10000
*6200—MOCA		
McGrath, AK VORTAC	*Winor, AK FIX	
	SE BND	*10000
	NW BND	*5000
*8600—MCA Winor FIX E BND		
**4000—MOCA		
Klart, AK FIX	Big Lake, AK VORTAC	
	W BND	*10000
	E BND	*6000
*2500—MOCA		
§ 95.6603 VOR Federal Airway 603 is Added to Read		
Elfee, AK NDB	Dillingham, AK VOR/DME	2700
§ 95.6617 VOR Federal Airway 617 is Added to Read		
Homer, AK VORTAC	Johnstone Point, AK VORTAC	*12000
*8600—MOCA		
§ 95.6621 VOR Federal Airway 621 is Added to Read		
Atqasuk, AK NDB	Barrow, AK VORTAC	2000

From	To	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7189 Jet Route No. 189 is Amended to Read in Part			
Klamath Falls, OR VORTAC	Battle Ground, WA VORTAC	#19000	45000
#MEA is established with a gap in navigation signal coverage			
§ 95.8003 VOR Federal Airway Changeover Points Airway Segment V-16 is Amended to Add Changeover Point			
From	To	Changeover points	
		Distance	From
Pulaski, VA VORTAC	Roanoke, VA VORTAC	10	Pulaski
V-603 is Amended to Add Changeover Point			
Elfee, AK NDB	Dillingham, AK VOR/DME	207	Elfee
V-617 is Amended to Add Changeover Point			
Homer, AK VORTAC	Johnstone Point, AK VORTAC	63	Homer
§ 95.8005 Jet Routes Changeover Points Airway Segment J-189 is Amended to Modify Changeover Point			
Klamath Falls, OR VORTAC	Battle Ground, WA VORTAC	78	Klamath Falls
#MEA is established with a gap in navigation signal coverage			

[FR Doc. 00-933 Filed 1-13-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 121, 125****[Docket No. FAA-1999-6140; Amendment Nos. 121-271 and 125-32]****RIN 2120-AG88****Revisions to Digital Flight Data Recorder Requirements for Airbus Airplanes; Correction****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final Rule; correction.**SUMMARY:** The FAA published a final rule in the **Federal Register** on August 24, 1999, (64 FR 46117). The rule

amended the flight data recorder regulations by adding language to allow certain Airbus airplanes to record certain data parameters using resolution and sampling requirements that differed slightly from the regulation. This document makes certain corrections to Appendix E to Part 125, Airplane Flight Recorder Specifications.

EFFECTIVE DATE: August 17, 1999.

FOR FURTHER INFORMATION CONTACT: Gary E. Davis, Air Carrier Operations Branch (AFS-201), Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8166.

SUPPLEMENTARY INFORMATION: On August 24, 1999, the FAA published an amendment to the flight data recorder requirements of 14 CFR Parts 121 and 125 (64 FR 46117). In the amendment to Appendix E to Part 125, Airplane Flight

Recorder Specifications, one parameter listing was inadvertently omitted. This action corrects that omission.

Correction

In FR Doc. 99-21783, published on August 24, 1999 (64 FR 46117), make the following correction:

On page 46122, third column, in Appendix E to Part 125, Airplane Flight Recorder Specifications, insert parameter 21, in numerical order, to read as follows:

* * * * *

Appendix E to Part 125—Airplane Flight Recorder Specifications

The recorded values must meet the designated range, resolution, and accuracy requirements during dynamic and static conditions. All data recorded must be correlated in time to within one second.

Parameters	Range	Accuracy (sensor input)	Seconds per sampling interval	Resolution	Remarks
* * *	*	*	*		*
21. Leading Edge Flap or Cockpit Control Selection ¹¹ .					
* * *	*	*	*		*