correct an unsafe condition in aircraft, and is not a ''significant regulatory action'' under Executive Order 12866.

It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

**2000–22–01 Pratt & Whitney:** Amendment 39–11947. Docket 2000–NE–47–AD.

**Applicability**

This airworthiness directive (AD) is applicable to PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4460, and PW4462 turbofan engines that have high pressure compressor (HPC) modules that have incorporated Pratt & Whitney (PW) cutback stator (CBS) configuration service bulletin (SB) PW4ENG 72–706, Revision 3, dated July 17, 2000, or earlier Revision, or SB PW4ENG 72–711, dated June 13, 2000. These engines are used on, but not limited to, Boeing 747, Boeing 767, and McDonnell Douglas MD–11 series airplanes. An HPC module that has incorporated PW SB PW4ENG 72–706, Revision 3, dated July 17, 2000, or earlier Revision, or PW4ENG 72–711, dated June 13, 2000, will have the letters ''CB'' after the HPC module serial number on the HPC module data plate.

**Note 1:** This 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 (e) 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**

Compliance with this AD is required as indicated, unless already done.

To prevent a multiple-engine power loss due to HPC surges, which could result in engine power loss at a critical phase of flight such as takeoff or climb, do the following:

**Number of Cycles Until Number of Engines Must Be Limited**

(a) Limit the number of engines with the HPC CBS configuration to one on each airplane within 100 cycles-in-service (CIS) of the effective date of this AD, or before the cyclic limits defined in the table below, whichever occurs later:

| Type of airplane | Comply by |
|---|---|
| (1) Two engine | Before 390 cycles-since-new (CSN) or cycles-since-HPC module overhaul (CSO). |
| (2) Three engine | Before 340 CSN or CSO. |
| (3) Four engine | Before 305 CSN or CSO. |

**Special Conditions for Installing More Than One HPC CBS Engine on An Airplane**

(b) Two HPC CBS configuration engines may be used on an airplane only under the following conditions:

(1) One engine with an HPC CBS configuration has fewer than 25 CSN or CSO, and

(2) The remaining engine has fewer than 615 CSN or CSO, and

(3) The airplane is operated for fewer than 25 CIS in this configuration.

**HPC Modules at HPC Module Overhaul**

(c) Engines with HPC modules that have been modified to incorporate PW SB PW4ENG 72–706, Revision 3 dated July 17, 2000, or earlier Revision, or SB PW4ENG 72–711, dated June 13, 2000, after the effective date of this AD, are not eligible for installation on an airplane.

**Definitions**

(d) For the purposes of this AD, an HPC module overhaul is defined as whenever the HPC stage 12 through 15 blade tip clearances are restored to the clearances specified in the applicable fits and clearances section of the engine manual during the shop visit.

**Alternative Methods of Compliance**

(e) 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 (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

**Effective Date of This AD**

(f) This amendment becomes effective on November 9, 2000.

Issued in Burlington, Massachusetts, on October 19, 2000.

*Thomas A. Boudreau, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 00–27431 Filed 10–24–00; 8:45 am]

BILLING CODE 4910–13–U

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. 2000–NM–17–AD; Amendment 39–11944; AD 2000–21–12]**

**RIN 2120–AA64**

## Airworthiness Directives; Fokker Model F.28 Mark 0100 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Fokker Model F.28 Mark 0100 series airplanes, that requires replacement of the anti-skid control boxes with improved units. This action is necessary to prevent electromagnetic interference with the anti-skid control system, which could result in reduced brake pressure during low-speed taxiing, and consequent reduced controllability and performance of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Effective November 29, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 29, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax (425) 227–1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Model F.28 Mark 0100 series airplanes, was published in the **Federal Register** on July 26, 2000 (65 FR 45936). That action proposed to require replacement of the anti-skid control boxes with improved units.

### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

### Cost Impact

The FAA estimates that 129 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $3,950 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $517,290, or $4,010 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. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

### Regulatory Impact

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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:

**2000–21–12 Fokker Services B.V.:** Amendment 39–11944. Docket 2000–NM–17–AD.

*Applicability:* All Model F.28 Mark 0100 airplanes, 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 (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 electromagnetic interference with the anti-skid control system, which could result in reduced brake pressure during low-speed taxiing, and consequent reduced controllability and performance of the airplane, accomplish the following:

**Replacement**

(a) Within 36 months after the effective date of this AD, replace any anti-skid control box having part number (P/N) 6004272–3, –4, or –5 with an improved anti-skid control box having P/N 6004272–6, in accordance with Fokker Service Bulletin SBF100–32–117, dated September 27, 1999.

**Alternative Methods of Compliance**

(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, International Branch, ANM–116, 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, International Branch, ANM–116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the InternationalBranch, ANM–116.

**Special Flight Permits**

(c) Special flight permits may be issued in accordance with §§ 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**

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF100–32–117, dated September 27, 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 Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. 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.

**Note 3:** The subject of this AD is addressed in Dutch airworthiness directive 1999–127, dated October 29, 1999.

**Effective Date**

(e) This amendment becomes effective on November 29, 2000.

Issued in Renton, Washington, on October 17, 2000.

**Donald L. Riggin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 00–27122 Filed 10–24–00; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Airspace Docket No. 00–ACE–25]**

## Establishment of Class D and Class E Airspace, and Amendment to Class E Airspace; Garden City, KS

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City Regional Airport, Garden City, KS. An Airport Traffic Control Tower (ATCT) is being established at Garden City Regional Airport and surface areas are necessary to provide controlled airspace for the safe and efficient operation of aircraft operating into and out of the Garden City Regional Airport. This action establishes controlled surface areas at Garden City Regional Airport. The effect of this rule is to provide a Class D airspace area, a Class E surface area extension, and amend the Class E surface area from full time to part time status.

**EFFECTIVE DATE:** 0901 UTC, November 30, 2000.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520c, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329–2525.

**SUPPLEMENTARY INFORMATION:**

### History

On August 9, 2000, the FAA proposed to amend Part 71 of Title 14 of the Federal Regulations (14 CFR part 71) by establishing a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City, KS (65 FR 48651). The proposed action was to provide controlled airspace for the safe and efficient operation of aircraft operating into and out of the Garden City Regional Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace areas designated for an airport that contain at least one primary airport around which the airspace is designated are published in paragraph 5000, Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, and Class E airspace areas designated as an extension to Class D airspace areas are published in paragraph 6004 of FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The airspace designation listed in this document will be published subsequently in the Order.

### The Rule

This amendment to part 71 of Title 14 of the Federal Regulations (14 CFR part 71) establishes a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City Regional Airport, Garden City, KS. An ATCT is being established at Garden City Regional Airport and Class D and Class E surface areas are necessary for the safe and efficient operation of aircraft in the vicinity of the airport. The area will be depicted on appropriate aeronautical charts.

The FAA has determined that this regulation only involves an established body of technical regulation 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

Aviation, 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. 289.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

*Paragraph 5000 Class D airspace area designated for an airport that contains at least one primary airport around which the airspace is designated.*

* * * * *

**ACE KS D Garden City, KS [New]**

Garden City Regional Airport, KS
(lat 37°55′39″N., long. 100°43′28″W.)
Garden City VORTAC
(lat 37°55′09″N., long. 100°43′30″W.)
That airspace extending upward from the surface to and including 5400 feet MSL within a 4.3-mile radius of the Garden City Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

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

* * * * *

**ACE KS E2 Garden City, KS [Revised]**

Garden City Regional Airport, KS
(lat 37°55′39″N., long. 100°43′28″W.)
Garden City VORTAC
(lat 37°55′09″N., long. 100°43′30″W.)
That airspace within a 4.3-mile radius of the Garden City Regional Airport and within 2.2 miles each side of the Garden City VORTAC 004° radial extending from the 4.3-mile radius of the Garden City Regional Airport to 7 miles north of the VORTAC and within 2.2 miles each side of the Garden City VORTAC 171° radial extending from the 4.3-mile radius of the Garden City Regional Airport to 5 miles south of the VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D airspace area.*

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**ACE KS E4 Garden City, KS [New]**

Garden City Regional Airport, KS
(lat 37°55′39″N., long. 100°43′28″W.)
Garden City VORTAC
(lat 37°55′09″N., long. 100°43′30″W.)
That airspace extending upward within 2.2 miles each side of the Garden City VORTAC 004° radial extending from 4.3-mile radius of the Garden City Regional Airport to 7 miles