Prohibited Servicing or Replacement

(b) For all airplanes: As of 14 days after December 23, 1999, the servicing of both the left and right backup generators or replacement of both backup generators with new or serviceable components by the same individual prior to the same flight is prohibited.

One-Time Actions for Rolls-Royce Engines

(c) For airplanes equipped with Rolls-Royce Trent 800 series turbofan engines: Within 14 days after December 23, 1999, determine whether the status message ''ELEC BACKUP GEN L(R)'' and the maintenance message ''Backup generator L(R) has a sheared shaft'' have occurred within the last 250 flight hours prior to the effective date of this AD. If these messages have occurred during that time, accomplish follow-on corrective actions, as applicable, at the times specified in paragraphs C.1.(c) and D. of Rolls-Royce Service Bulletin RB.211–72–C813, Revision 1, dated July 16, 1999, in accordance with the procedures specified in the service bulletin.

Note 2: Boeing Service Letter 777–SL–24–023-B, dated August 16, 1999, references Rolls-Royce Service Bulletin RB.211–72-C813, Revision 1, dated July 16, 1999, as an additional source of service information to accomplish certain actions required by this AD.

Inspections and Corrective Actions: Pratt & Whitney Engines

(d) For Model 777 series airplanes equipped with Pratt & Whitney PW4000 series turbofan engines: Within 14 days after December 23, 1999, and thereafter prior to each flight, if the status message ''ELEC BACKUP GEN L(R)'' is active, prior to further flight, inspect the Maintenance Access Terminal (MAT) for certain maintenance messages indicating a sheared shaft or low oil pressure, in accordance with Step 1.a. of Boeing Service Letter 777-SL–24–025, dated August 18, 1999.

(1) If any of the specified maintenance messages is active, prior to further flight, remove and replace the backup generator in accordance with Airplane Maintenance Manual (AMM) 24–25–01–000–801 or 24–25–01–400–801, as applicable.

(2) If the backup generator shaft is found to be sheared, or either of the low oil pressure messages are active, prior to further flight, accomplish the corrective actions specified in Step 1.a.(1) of Boeing Service Letter 777-SL–24–025, dated August 18, 1999, in accordance with that service letter.

Flight Test After Replacement of Backup Generators: Pratt & Whitney Engines

(e) For airplanes equipped with Pratt & Whitney PW4000 series turbofan engines: As of 14 days after December 23, 1999, following any replacement of the backup generator on both the left and right engines, accomplish paragraphs (e)(1) and (e)(2) of this AD at the times specified in those paragraphs.

(1) Prior to any ETOPS flight, conduct a non-revenue test flight of at least one hour in duration, or a non-ETOPS flight that is either a non-revenue or revenue flight of at least one hour in duration.

(2) Prior to further flight after accomplishment of the action required by paragraph (e)(1) of this AD: Verify accomplishment of the maintenance actions required by paragraphs (d), (d)(1), and (d)(2) of this AD, as applicable.

New Requirements of This AD

Inspections and Corrective Actions: Rolls-Royce and General Electric Engines

(f) Within 14 days after the effective date of this AD, and thereafter prior to each flight: Accomplish paragraphs (f)(1) or (f)(2) of this AD, as applicable.

(1) For airplanes equipped with Rolls-Royce Trent 800 series turbofan engines: Accomplish paragraphs (f)(1)(i) and (f)(1)(ii) of this AD.

(i) Inspect the Electrical Maintenance Page of the engine indicating and crew alerting system (EICAS), and perform follow-on corrective actions, as applicable, at the times specified in and in accordance with the procedures specified in Boeing Service Letter 777–SL–24–023–B, dated August 16, 1999.

(ii) If the status message ''ELEC BACKUP GEN L(R)'' is active: Prior to further flight, inspect the MAT for certain maintenance messages indicating a sheared shaft or low oil pressure, as specified in Step 2.a. of Boeing Service Letter 777–SL–24–023–B, dated August 16, 1999; and accomplish the corrective actions specified in Steps 2.a.(1) and 2.a.(2) of the service letter, as applicable, in accordance with that service letter.

(2) For airplanes equipped with General Electric GE90 series turbofan engines: If the status message ''ELEC BACKUP GEN L(R)'' is active, prior to further flight, inspect the MAT for certain maintenance messages indicating a sheared shaft or low oil pressure, as specified in Step 1.a. of Boeing Service Letter 777–SL–24–024, dated August 16, 1999; and accomplish the corrective actions specified in Steps 1.a.(1) and 1.a.(2) of the service letter, as applicable, in accordance with the service letter.

Flight Test After Replacement of Backup Generators: Rolls-Royce and General Electric Engines

(g) For airplanes equipped with Rolls-Royce Trent 800 and General Electric GE90 series turbofan engines: As of 14 days after the effective date of this AD, following any replacement of the backup generator on both the left and right engines, accomplish paragraphs (g)(1) and (g)(2) of this AD at the times specified in those paragraphs.

(1) Prior to any ETOPS flight, conduct a non-revenue test flight of at least one hour in duration, or a non-ETOPS flight that is either a non-revenue or revenue flight of at least one hour in duration.

(2) Prior to further flight after accomplishment of the action required by paragraph (g)(1) of this AD: Verify accomplishment of the maintenance actions required by paragraph (f)(1) or (f)(2) of this AD, as applicable.

Alternative Methods of Compliance

(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, 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 3: 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

(i) 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

(j) Except as provided by paragraphs (a), (d)(1), (e)(1), (e)(2), (g)(1), and (g)(2) of this AD, the actions shall be done in accordance with Rolls-Royce Service Bulletin RB.211–72–C813, Revision 1, dated July 16, 1999; Boeing Service Letter 777–SL–24–023–B, dated August 16, 1999; Boeing Service Letter 777–SL–24–024, dated August 16, 1999; or Boeing Service Letter 777–SL–24–025, dated August 18, 1999; as applicable. This incorporation by reference was approved previously by the Director of the Federal Register as of December 23, 1999 (64 FR 68618, December 8, 1999). 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.

Effective Date

(k) This amendment becomes effective on July 13, 2000.

Issued in Renton, Washington, on June 21, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–16233 Filed 6–27–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00–AGL–09]

Establishment of Class E Airspace; Minneapolis, Anoka County-Blaine Airport, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Minneapolis, Anoka County-Blaine Airport, MN. Anoka

County-Blaine Airport is served by Federal Aviation Regulations Part 135 (14 CFR Part 135) air carrier operations. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument flight procedures and provide a safer operating environment when the control tower is closed. The airport meets the minimum communications and weather observation and reporting requirements for controlled airspace extending upward from the surface. This action creates controlled airspace with a 3.9-mile radius for this airport.

EFFECTIVE DATE: 0901 UTC, October 5, 2000.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, April 12, 2000, the FAA proposed to amend 14 CFR part 71 to establish Class E airspace at Minneapolis, Anoka County-Blaine Airport, MN (65 FR 19701). The proposal was to add controlled airspace extending upward from the surface is contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting 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 objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from the surface of the earth 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 14 CFR part 71 establishes Class E airspace at Minneapolis, Anoka County-Blaine Airport, MN, to accommodate and Part 135 air carrier aircraft executing instrument flight rules procedure during periods when the control tower is closed. The area will be depicted on appropriate aeronautical charts.

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 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 95665, 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 6002 Class E airspace designated on a surface area.

* * * * *

AGL MN E2 Minneapolis, Anoka County-Blaine Airport, MN [New]

Anoka County-Blaine Airport, MN
(Lat. 45°08′42″ N., long 93°12′41″ W.)

Within an 3.9-mile radius of the Minneapolis, Anoka County-Blaine Airport. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continously published in the Airport/Facility Directory.

* * * * *

Issued in Des Plaines, Illinois on June 14, 2000.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 00–16333 Filed 6–27–00; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AGL–42]

Modification of Class E Airspace; Marquette, MI; Revocation of Class E Airspace; Sawyer, MI, and K.I. Sawyer, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: On December 3, 1999, the FAA published a final rule modifying Class E airspace at Marquette, MI, and revoking the Class E airspace at Sawyer, MI, and K.I. Sawyer, MI. An integral part of this airspace action is the decommissioning of the Marquette (MQT), MI, VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and commissioning of the new Gwinn (GWI), MI, VOR/DME. On February 2, 2000, the effective date of this final rule was delayed until further notice due to the delay in the commissioning, due to construction, of the new Gwinn VOR/DME. On May 2, 2000, the effective date of this final rule was established as August 10, 2000, concurrent with the commissioning of the GWI VOR/DME. Subsequent to May 2, 2000, the decision was made to change the name of the GWI VOR/DME to the Sawyer (SAW) VOR/DME. This action makes that name correction.

EFFECTIVE DATE: 0901 UTC, August 10, 2000.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ilinois 60018, telephone (847) 294–7568.

SUPPLEMENTARY INFORMATION: On December 3, 1999, the FAA published a final rule modifying Class E airspace at marquette, MI, and revoking the Class E airspace at Sawyer, MI, and K.I. Sawyer, MI (64 FR 67713). Due to a delay in construction, and subsequent commissioning, of the new Gwinn, MI, VOR/DME this airspace action could not be implemented on the original effective date. Accordingly, the effective date of the modification of the Class airspace at Marquette, MI, and the revocation of the Class E airspace at Sawyer, MI, and K.I. Sawyer, MI, was delayed until further notice (65 FR 4871).

Subsequently, the new effective date of the final rule modifying Class E airspace at Marquette, MI, and revoking the Class E airspace at Sawyer, MI, and