

January 4, 1993) has been accomplished; except those airplanes on which Airbus Service Bulletin A320-26-1034, dated May 9, 1995; Revision 1, dated September 13, 1995; Revision 2, dated April 1, 1996; or Revision 3, dated December 5, 1997; has been accomplished; certificated in any category.

Note 1: This AD applies to each airplane 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 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 incorrect distribution of fire extinguishing chemicals in the event of a fire in the cargo compartment, which, if unconfined, could spread beyond the cargo compartment, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, perform a one-time electrical continuity test of the discharge circuit for the cargo compartment fire extinguisher bottle to detect any cross-connection of the electrical wires in the cargo compartment discharge circuit, in accordance with Airbus All Operator Telex (AOT) A320/AOT 26-10, dated April 5, 1993. If any anomaly is detected, prior to further flight, accomplish corrective actions in accordance with the AOT.

(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 International Branch, ANM-116.

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

(d) The actions shall be done in accordance with Airbus All Operator Telex A320/AOT 26-10, dated April 5, 1993. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 French airworthiness directive 94-056-051(B), dated March 16, 1994.

(e) This amendment becomes effective on April 16, 1999.

Issued in Renton, Washington, on March 4, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-5989 Filed 3-11-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AGL-64]

Modification of Class D Airspace and Class E Airspace and Establishment of Class E Airspace; Rapid City, SD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and Class E airspace and establishes Class E airspace at Rapid City, SD. This action amends the effective hours of the Class D surface area and the associated Class E airspace to coincide with the time of operation of the airport traffic control tower (ATCT) at Rapid City Regional Airport. This action also establishes a Class E surface area when the ATCT is closed. The purpose of these actions is to clarify when two-way radio communication with the ATCT is required and to provide adequate controlled airspace for instrument approach procedures when the tower is closed.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, 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 Tuesday, January 5, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Kenosha, WI (64 FR 447). The proposal was to add controlled airspace extending upward from the surface to 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 D airspace designations are published in paragraph 5000, Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 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 D and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D and Class E airspace by amending the effective hours to coincide with the ATCT hours of operation, and establishes a Class E surface area during those times the ATCT is closed, at Rapid City, SD. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures at Rapid City Airport. 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 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 500 Class D airspace.

* * * * *

AGL SD D Rapid City, SD [Revised]

Rapid City Regional Airport, SD
(Lat. 44°02'43"N., long. 103°03'27"W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)

That airspace extending upward from the surface to and including 5,700 feet MSL within a 4.3-mile radius of the Rapid City Regional Airport, SD, excluding the portion north of a line between the intersection of the Rapid City Regional Airport 4.3-mile radius and the Ellsworth AFB, SD, 4.7-mile radius. This Class D 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 continuously published in the Airport/Facility Directory.

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

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AGL SD E4 Rapid City, SD [Revised]

Rapid City Regional Airport, SD
(Lat. 44°02'43"N., long. 103°03'27"W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)
Rapid City VORTAC
(Lat. 43°58'34"N., long. 103°00'44"W.)
Ellsworth AFB TACAN
(Lat. 44°08'20"N., long. 103°06'06"W.)

That airspace extending upward from the surface within 2.6 miles each side of the Rapid City VORTAC 155°/335° radials extending from the 4.3-mile radius of the Rapid City Regional Airport to 7.0 miles southeast of the VORTAC and within 2.6 miles each side of the Ellsworth AFB TACAN 129° radial, extending from the Ellsworth AFB 4.7-mile radius of the airport to 7.0 miles southeast of the TACAN, excluding that airspace within the Rapid City, SD, Class D airspace area. 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

continuously published in the Airport/Facility Directory.

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

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AGL SD E2 Rapid City, SD [New]

Rapid City Regional Airport, SD
(Lat. 44°02'43"N., long. 103°03'27"W.)
Ellsworth AFB, SD
(Lat. 44°08'42"N., long. 103°06'13"W.)
Rapid City VORTAC
(Lat. 43°58'34"N., long. 103°00'44"W.)
Ellsworth AFB TACAN
(Lat. 44°08'20"N., long. 103°06'06"W.)

Within a 4.3-mile radius of the Rapid city Regional Airport, SD, excluding the portion north of a line between the intersection of the Rapid City Regional Airport 4.3-mile radius and the Ellsworth AFB, SD, 4.7-mile radius, and that airspace extending upward from the surface within 2.6 miles each side of the Rapid City VORTAC 155°/335° radials extending from the 4.3-mile radius of the Rapid City Regional Airport to 7.0 miles southeast of the VORTAC and within 2.6 miles each side of the Ellsworth AFB TACAN 129° radial, extending from the Ellsworth AFB 4.7-mile radius of the airport to 7.0 miles southeast of the TACAN, excluding that airspace within the Rapid City, SD, Class D airspace area. 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 continuously published in the Airport/Facility Directory.

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Issued in Des Plaines, Illinois on March 2, 1999.

David B. Johnson,

Acting Manager, Air Traffic Division.

[FR Doc. 99–6139 Filed 3–11–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AGL–62]

Modification of Class D Airspace and Class E Airspace and Establishment of Class E Airspace; Kenosha, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and Class E airspace and establishes Class E airspace at Kenosha, WI. This action amends the effective hours of the Class D surface area and the associated Class E airspace to coincide with the time of operation of the airport traffic control tower (ATCT) at Kenosha Regional Airport. This action also establishes a Class E surface area when

the ATCT is closed. The purpose of these actions is to clarify when two-way radio communication with the ATCT is required and to provide adequate controlled airspace for instrument approach procedures when the tower is closed.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, 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 Friday, January 15, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Kenosha, WI (64 FR 2605). The proposal was to add controlled airspace extending upward from the surface to 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 D airspace designations are published in paragraph 5000, Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 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 D and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D and Class E airspace by amending the effective hours to coincide with the ATCT hours of operation, and establishes a Class E surface area during those times the ATCT is closed, at Kenosha, WI. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures at Kenosha Regional Airport. 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