

(1) incorporates a serial number in the range of "up to and including CF 21950963";

(2) incorporates a PZL "Warszawa-Okecie" part number (P/N) CE360050 front tailplane to fuselage joint (or FAA-approved equivalent part number); and

(3) is certificated in any category.

(b) *When does this AD become effective?*

This AD becomes effective August 21, 2000,

to all affected persons who did not receive emergency AD 2000-16-51, issued August 2, 2000. Emergency AD 2000-16-51 contained the requirements of this amendment and became effective immediately upon receipt.

(c) *Who must comply with this AD?*

Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(d) *What problem does this AD address?*

This AD is intended to prevent failure of the front tailplane to fuselage joint connector, which could result in loss of control of the airplane if the tailplane and fuselage become disconnected during flight.

(e) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Action	When	Procedures
(1) Replace the front tailplane to fuselage joint connector and bushing with the following: (i) a PZL "Warszawa-Okecie" P/N CE360071 front tailplane to fuselage joint connector; and (ii) a PZL "Warszawa-Okecie" P/N CE360072 front tailplane to fuselage joint connector bushing	Prior to further flight after the effective date of this AD..	Accomplish this replacement in accordance with the procedures in PZL "Warszawa-Okecie" Mandatory Service Bulletin No. 10400030, dated June 26, 2000.
(2) Repetitively replace the parts specified in paragraph (e)(1)(i) and (e)(1)(ii) of this AD.	Within 650 hours time-in-service (TIS) after installing these parts and thereafter at intervals not to exceed 650 hours TIS.	Accomplish these replacements in accordance with the procedures in PZL "Warszawa-Okecie" Mandatory Service Bulletin No. 10400030, dated June 26, 2000.
(3) Do not install a PZL "Warszawa-Okecie" P/N CE360050 front tailplane to fuselage joint without accomplishing the replacements in paragraph (e)(1) of this AD.	As of the effective date of this AD	Not applicable.

(f) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (f) of this AD. You should include in the request an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?* You can contact Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4141; facsimile: (816) 329-4090.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with PZL "Warszawa-Okecie" Mandatory Service Bulletin No. 10400030, dated June 26, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies of this document from Wytownia

Sprzetu Komunikacyjnego, PZL Warszawa-Okecie, AL. Krakowska 110/114, 00-973 Warsaw, Poland. You may look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 2: The subject of this AD is addressed in Polish AD No. SP-0064-2000-A, dated June 27, 2000.

Issued in Kansas City, Missouri, on August 7, 2000.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-20777 Filed 8-18-00; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ASO-22]

Establishment of Class D Airspace; Boca Raton, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airspace description of a final rule that was published in the **Federal Register** on August 7, 2000, (65 FR 48146), Airspace Docket No. 00-ASO-22. The final rule establishes Class D airspace at Boca Raton, FL.

EFFECTIVE DATE: August 21, 2000.

FOR FURTHER INFORMATION CONTACT:

Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 00-19852, Airspace Docket No. 00-ASO-22, published on August 7, 2000, (65 FR 48146), established Class D airspace at Boca Raton, FL. The airspace description inadvertently omitted language excluding the Class D airspace area at Pompano Beach, FL. This action corrects the error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace description for the Class D airspace area Boca Raton, FL, incorporated by reference at Sec. 71-1 and published in the **Federal Register** on August 7, 2000 (65 FR 48146), is corrected as follows:

§ 71.71 [Corrected]

* * * * *

ASO FL E5 Boca Raton, FL [Corrected]

On page 48147, column 2, line 4 of the airspace description, correct the airspace description by adding ";; excluding that airspace within the Pompano Beach, Class D airspace area." after "Airport".

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Issued in College Park, Georgia, on August 10, 2000.

Wade T. Carpenter,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 00-21129 Filed 8-18-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ASO-31]

Amendment of Class D Airspace; Cocoa Beach, FL

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action makes a technical amendment to the Class D Airspace description at Cocoa Beach, FL. Since Patrick Approach Control has closed, St. Petersburg Automated Flight Service Station (AFSS) monitors the hours of operation for the Cape Canaveral Skid Strip.

EFFECTIVE DATE: 0901 UTC, November 30, 2000.

FOR FURTHER INFORMATION CONTACT:
Nancy B. Shelton, Manager, Airspace
Branch, Air Traffic Division, Federal
Aviation Administration, P.O. Box
20636, Atlanta, Georgia 30320;
telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

The radar approach control facility at Patrick Air Force Base has been closed. This facility had the responsibility to monitor the hours of operation at the Cape Canaveral Skid Strip. The responsibility now resides with the St. Petersburg AFSS. Therefore, the Class D airspace at Cocoa Beach, FL, must be amended to reflect this change. This rule will become effective on the date specified in the **DATE** section. Since this action is technical in nature and has no impact on users of the airspace in the vicinity of the Cape Canaveral Skid Strip, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class D airspace description at Cocoa Beach, FL, for the Cape Canaveral Skid Strip.

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. 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 14 CFR 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; 14 CFR 11.69.

§ 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 5000 Class D Airspace.

* * * * *

ASO FL D Cocoa Beach, FL [Revised]

Cape Canaveral Skid Strip, FL
(Lat. 28°28'03"N, long. 80°33'59"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.49-mile radius of the Cape Canaveral Skid Strip. This airspace lies within the confines of R-2932 and is effective on a random basis. The effective days and times are continuously available from St. Petersburg Automated Flight Service Station.

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Issued in College Park, Georgia, on August 10, 2000.

Wade T. Carpenter,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 00-21128 Filed 8-18-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ASO-27]

Removal of Class E Airspace; Melbourne, FL, and Cocoa Patrick AFB, FL

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes Class E2 airspace at Melbourne, FL, and Cocoa Patrick AFB, FL. The weather and radio communications requirements for Class E2 Airspace at Melbourne International and Patrick AFB Airports, when the respective Air Traffic Control (ATC) towers close, no longer exist. Therefore, the Class E2 airspace for the Melbourne International and Patrick AFB Airports must be removed.

EFFECTIVE DATE: 0901 UTC, October 5, 2000.

FOR FURTHER INFORMATION CONTACT:
Nancy B. Shelton, Manager, Airspace
Branch, Air Traffic Division, Federal
Aviation Administration, P.O. Box
20636, Atlanta, GA 30320; telephone
(404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

After Patrick AFB Radar Approach Control (RAPCON) was decommissioned, air traffic control responsibility for the Melbourne International and Patrick AFB Airports was transferred from Miami ARTC Center to Daytona Beach Approach Control, when the Melbourne and Patrick AFB (ATC) towers close. Daytona Beach Approach Control does not have the communications and weather capability to provide ATC service to the surface as required for Class E2 airspace. Therefore, the Class E2 airspace must be removed. This rule will become effective on the date specified in the "DATE" section. Since this action removes the Class E2 airspace, and as a result, eliminates the impact of Class E2 airspace on users of the airspace in the vicinity of the Melbourne International and Patrick