

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:

Pratt and Whitney: Docket No. 2001–NE–30–AD.

Applicability

This airworthiness directive (AD) is applicable to Pratt & Whitney (PW) JT8D–209, –217, –217A, 217C, and –219 series turbofan engines that have high pressure compressor (HPC) front hubs installed that have operated with PWA–110 coating in the interface between the HPC front hub and the stage 8–9 spacer (PWA–110 coating applied to either the spacer or the hub) and were manufactured after June 1, 1988. These engines are installed on, but not limited to McDonnell Douglas MD–80 series airplanes.

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 (d) 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 rupture of the HPC front hub, that could result in an uncontained engine failure and damage to the airplane, do the following:

Inspect Hubs

(a) Strip the protective coating, visually inspect for fretting wear, fluorescent magnetic particle inspect (FMPI), reidentify and replate HPC front hubs and the stage 8–9 spacers and replace if necessary in accordance with the accomplishment instructions of Pratt & Whitney Alert Service Bulletin (ASB) JT8D A6430, dated September 5, 2002, as follows:

(1) For HPC front hubs with fewer than 17,000 total cycles-in-service (CIS) on the effective date of this AD, inspect at the first shop visit after accumulating 9,000 total CIS or before accumulating 18,000 total CIS, whichever occurs first.

(2) For HPC front hubs with greater than or equal to 17,000 total CIS but less than 19,000 total CIS on the effective date of this AD, inspect at the next shop visit, not to exceed 1,000 CIS from the effective date of this AD or 19,500 total CIS, whichever occurs first.

(3) For HPC front hubs with greater than or equal to 19,000 total CIS on the effective date of this AD, inspect within 500 CIS from the effective date of this AD.

Repetitive-Inspections

(b) Thereafter, strip the protective coating, visually inspect for fretting wear, FMPI and replate HPC front hubs and replace if necessary in accordance with the accomplishment instructions of Pratt & Whitney Alert Service Bulletin (ASB) JT8D A6430, dated September 5, 2002, at intervals not to exceed 6,500 CIS since the last inspection

Optional Terminating Action

(c) Installation of a Nickel-Cadmium plated HPC front hub that has never operated with PWA–110 coating in the interface between the HPC front hub and the stage 8–9 spacer and a Nickel-Cadmium or Electroless Nickel plated spacer is an optional terminating action for the inspections of paragraphs (a) and (b) of this AD.

Definitions

(d) For the purposes of this AD, a shop visit is defined as an engine removal, where engine maintenance entails separation of pairs of major engine flanges or the removal of a disk, hub, or spool at a maintenance facility, regardless of other planned maintenance, except as follows:

(1) Engine removal for the purpose of performing field maintenance type activities at a maintenance facility in lieu of performing them on-wing is not a “shop visit”.

(2) Separation of flanges of the Combustion Chamber and Turbine Fan Duct Assembly (split flanges) for the purpose of accessing non-rotating accessory hardware is not a “shop visit”.

(3) Separation of flanges for the purpose of shipment without subsequent internal maintenance is not a “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 must 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.

Special Flight Permits

(f) 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 done.

Issued in Burlington, Massachusetts, on September 10, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02–23776 Filed 9–18–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 02–AGL–15]

Proposed Establishment of Class D Airspace; Sparta, WI; Proposed Modification of Class E Airspace; Sparta, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to establish Class D airspace at Sparta, WI, and modify Class E airspace at Sparta, WI. Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAPS) to Runways (RWYS) 11, and 29, have been developed for the Sparta/Fort McCoy Airport. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing these approaches. This action would establish a radius of Class D airspace, and increase the existing area of Class E airspace for Sparta/Fort McCoy Airport.

EFFECTIVE DATES: Comments must be received on or before October 30, 2002.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Regional Counsel, AGL–7, Rules Docket No. 02–AGL–15, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 Devon Avenue, Des Plaines, Illinois.

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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking

by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this document must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 02-AGL-15." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this document may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the docket number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to establish Class D airspace and modify Class E airspace at Sparta, WI, by establishing a radius of Class D airspace and modifying Class E airspace for the Sparta/Fort McCoy Airport. Controlled airspace extending upward from the surface of the earth is needed to contain aircraft executing instrument approach

procedures. The area would be depicted on appropriate aeronautical charts. Class D airspace designations are published in paragraph 5000, and Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005, of FAA Order 7400.9J dated August 31 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an establishment body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore this, proposed 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 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 7400.9J, Airspace Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

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Paragraph 5000 Class D airspace

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AGL WI D Sparta, WI [New]

Sparta, Sparta/Fort McCoy Airport, WI
(Lat. 43°57'30" N., long. 90°44'16" W.)

That airspace extending upward from the surface top and including 3,300 feet MSL within a 4.0-mile radius of the Sparta/Fort McCoy 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.

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Paragraph 6005 Class airspace areas extending upward from 700 feet or more above the surface of the earth.

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AGL WI E5 Sparta, WI [Revised]

Sparta, Sparta/Fort McCoy Airport, WI
(Lat. 43°57'30" N., long. 90°44'16" W.)

McCoy NDB

(Lat. 43°56'16" N., long. 90°38'31" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Sparta Fort McCoy Airport and within 3.8 miles each side of the 097° bearing from the McCoy NDB, extending from the 6.5-mile radius to 7 miles east of the NDB.

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Issued in Des Plaines, Illinois on August 22, 2002.

Nancy B. Shelton,

Manager, Air Traffic Division.

[FR Doc. 02-23830 Filed 9-18-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 02-AGL-14]

Proposed Modification of Class E Airspace; Columbus, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to modify Class E airspace at Columbus, OH, Standard Instrument Approach Procedures (SIAPS) have been developed for Darby Dan Airport. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing these approaches. This action would increase the area of the existing controlled airspace for Port Columbus International Airport.

DATES: Comments must be received on or before October 30, 2002.