

List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421, 1423; 49 U.S.C. 106(g); and 14 CFR 11.49 and 21.16.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the General Electric Aircraft Engines Model(s) GE-90-75B/-85B/-76B turbofan engines:

(a) In lieu of the fan blade containment test with the fan blade failing at the point specified in § 33.94(a)(1), conduct the following:

(1) An engine fan blade containment test with the fan blade failing at the inner annulus flowpath line.

(2) The following must be shown by test and analyses, or other methods acceptable to the Administrator, that:

(i) The disk and fan blade retention system can withstand without failure a centrifugal load equal to two times the maximum load which the engine could experience within approved operating limitations, and

(ii) By a procedure approved by the Administrator, an operating limitation must be established which specifies the maximum allowable number of start-stop stress cycles for the fan blade retention system. The stress cycle shall include the combined effects of high cycle and low cycle fatigue. The fan blade retention system includes the portion of the fan blade from the inner annulus flowpath line inward to the blade dovetail, the blade retention components and the fan disk and fan blade attachment features.

(b) It must be shown that the probability of fan blade retention system failure, for any cause, during the service life of the engine to be extremely improbable.

(c) It must be shown by test or analysis that a lightning strike to the composite fan blade structure will not result in a hazardous condition, and that the engine will meet the requirements of § 33.75.

(d) The tests and analyses required by (a)(2)(i) and (a)(2)(ii) of these special conditions must account for the effects of in-service deterioration, manufacturing and material variations, and environmental effects.

Issued in Burlington, Massachusetts, on February 1, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-2928 Filed 2-2-95; 9:32 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-AAL-4]

Realignment of G-8, G-10, G-12, R-99, B-27, B-37, V-308, and V-328; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action will extend Colored Federal Airways G-10 and R-99 and realign Colored Federal Airway B-37 as a result of the decommissioning of the Cape Spencer Marine Nondirectional Beacon (NDB); revise the descriptions of Colored Federal Airways G-8, G-12, and B-27; and, as a result of the decommissioning of the Quinhagak, AK, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), realign Federal Airway V-328 and remove a segment of V-308. In addition, this action will remove "via INT Campbell Lake NDB 032° and Skwentna, AK, NDB 111° bearings" from Colored Federal Airway G-8. These actions will enhance navigation and reduce both pilot and air traffic controller workload.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:**History**

On September 27, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to extend Colored Federal Airways G-10 and R-99 and realign Colored Federal Airway B-37 as a result of the decommissioning of the Quinhagak, AK, VOR/DME, realign Federal Airway V-328 and remove a segment of V-308 in Alaska (59 FR 49220).

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. Except for editorial changes and the removal of "via INT Campbell Lake NDB 032° and Skwentna, AK, NDB 111° bearings" from Colored Federal Airway G-8, and a change to Federal Airway V-328 from "Dillingham, AK, to Kipnuk" to "INT

Dillingham 295° and Kipnuk, AK 099° radials, to Kipnuk," this amendment is the same as that proposed in the notice. Colored Federal Airways are published in paragraphs 6009(a), 6009(b) and 6009(d), respectively, and Alaskan VOR Federal airways are published in paragraph 6010(b), of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Colored Federal airways and the Alaskan VOR Federal airways listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations extends Colored Federal Airways G-10, R-99, and realigns Colored Federal Airway B-37 as a result of the decommissioning of the Cape Spencer Marine NDB. Colored Federal Airways G-10 and R-99 will be extended and will include an extension of G-10 from Woody Island to Kachemak. King Salmon, AK, NDB was inadvertently used in the descriptions of Colored Federal Airways G-8 and G-12, and as a result of this rule, Saldo, AK, NDB will replace King Salmon, AK, NDB. King Salmon, AK, Locator Outer Marker in the description of B-27 will replace Saldo, AK, NDB. Finally, as a result of the Quinhagak, AK, VOR/DME being decommissioned, this action will remove that segment of V-308 between Quinhagak, AK, and Bethel, AK, and will realign V-328 between Dillingham, AK, and Kipnuk, AK.

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—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6009(a)—Green Federal Airways
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G-8 [Revised]

From Shemya, AK, NDB, 20 AGL Adak, AK, NDB; 20 AGL Dutch Harbor, AK, NDB; 20 AGL INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings, to Kachemak NDB. From Campbell Lake, AK, NDB; Glenallen, AK, NDB; INT Glenallen NDB 052° and Nabesna, AK, NDB 252° bearings; Nabesna NDB.
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G-10 [Revised]

From Cape Newnham, AK, NDB; St. Paul Island, AK, NDB; Elfee, AK, NDB, 20 AGL INT Elfee NDB 041° and Port Heiden, AK, NDB 248° bearings; 20 AGL Port Heiden NDB; 67 miles 12 AGL, 77 miles 85 MSL, 67 miles 12 AGL, Woody Island, AK, NDB; to Kachemak, NDB.
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G-12 [Revised]

From Saldo, AK, NDB; Port Heiden, AK, NDB; Borland, AK, NDB; to Elfee, AK, NDB.
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Paragraph 6009(b)—Red Federal Airways
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R-99 [Revised]

From St. Paul Island, AK, NDB; Dutch Harbor, AK, NDB; Saldo, AK, NDB; Iliamna, AK, NDB; INT Iliamna NDB 124° and Kachemak, AK, NDB 269° bearings; to Kachemak.
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Paragraph 6009(d)—Blue Federal Airways
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B-27 [Revised]

From Woody Island, AK, NDB, 50 miles 12 AGL, 50 miles 95 MSL, 53 miles 12 AGL, Saldo, AK, NDB; 51 miles 12 AGL, 84 miles 70 MSL, 63 miles 12 AGL, Oscarville, AK, NDB; St. Marys, AK, NDB; Fort Davis, AK,

NDB; 35 miles 12 AGL, 71 miles 55 MSL, 54 miles 12 AGL, Hotham, AK, NDB.
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B-37 [Revised]

From Summer Strait, AK, NDB; Elephant, AK, NDB; INT Elephant NDB 272° and Ocean Cape, AK, NDB 139° bearings.
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Paragraph 6010(b)—Alaskan VOR Federal Airways
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V-308 [Revised]

From Bethel, AK; INT Bethel 066° and Sparrevohn, AK, 279° radials; to Sparrevohn.
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V-328 [Revised]

From Dillingham, AK; INT Dillingham 295° and Kipnuk, AK, 099° radials; to Kipnuk.
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Issued in Washington, DC, on January 24, 1995.

Nancy B. Kalinowski,

Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-2735 Filed 2-6-95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 94-ASO-17]

Establishment and Alteration of Jet Routes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes new jet routes and modifies existing jet routes in the Miami, FL, area. This action is necessary because of the commissioning of the Virginia Key, FL, Very High Frequency Omnidirectional Range and Distance Measuring Equipment (VOR/DME).

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

History

On October 26, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Jet Routes J-81 and

J-113, and to modify several existing jet routes in the Miami, FL, area (59 FR 53764).

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. Except for editorial changes, this amendment is the same as that proposed in the notice. Jet routes are published in paragraph 2004 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The jet routes listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes Jet Routes J-81 and J-113 and modifies existing jet routes in the Miami, FL, area. This action is necessary because of the commissioning of the new Virginia Key, FL, VOR/DME. Commissioning of the Virginia Key, FL, VOR/DME necessitated the realignment of existing routes. Two new jet routes are established to provide additional support for air traffic operations in the Miami area.

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.

The original airspace docket was submitted to the Department of Defense and the Department of State in accordance with Executive Order 10854. The application of International Civil Aviation Organization (ICAO) International Standards and Recommended Practices will not be affected by this action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).