

on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

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:

99-03-05 Textron Lycoming: Amendment 39-11019. Docket 98-ANE-73-AD.

Applicability: Textron Lycoming Model O-540-F1B5 reciprocating engines, with the following Textron Lycoming Engine Serial Numbers, installed on but not limited to Robinson Helicopters Co. Model R-44 rotorcraft.

L-24545-40A	L-24628-40A
L-24766-40A	L-24772-40A
L-25050-40A	L-25052-40A
L-25053-40A	L-25054-40A
L-25063-40A	L-25064-40A
L-25065-40A	L-25066-40A
L-25067-40A	L-25068-40A
L-25069-40A	L-25070-40A
L-25071-40A	L-25072-40A
L-25073-40A	L-25074-40A
L-25075-40A	L-25076-40A

L-25077-40A	L-25078-40A
L-25080-40A	L-25081-40A
L-25083-40A	L-25084-40A
L-25085-40A	L-25086-40A
L-25087-40A	L-25088-40A
L-25089-40A	L-25090-40A
L-25091-40A	L-25092-40A
L-25093-40A	L-25094-40A
L-25095-40A	L-25096-40A
L-25097-40A	L-25098-40A
L-25099-40A	L-25100-40A
L-25101-40A	L-25102-40A
L-25103-40A	L-25104-40A
L-25105-40A	L-25106-40A
L-25116-40A	L-25117-40A
L-25118-40A	L-25119-40A
L-25120-40A	L-25121-40A
L-25122-40A	L-25123-40A
L-25124-40A	L-25125-40A
L-25126-40A	L-25127-40A
L-25128-40A	L-25129-40A
L-25130-40A	L-25131-40A
L-25132-40A	L-25133-40A
L-25134-40A	L-25135-40A
L-25136-40A	L-25137-40A
L-25138-40A	L-25139-40A
L-25140-40A	L-25141-40A
L-25142-40A	L-25143-40A
L-25144-40A	L-25145-40A
L-25146-40A	L-25149-40A
L-25150-40A	L-25154-40A
L-25155-40A	L-25156-40A
L-25157-40A	L-25158-40A
L-25159-40A	L-25160-40A
L-25161-40A	L-25162-40A
L-25164-40A	L-25166-40A
L-25167-40A	L-25168-40A
L-25169-40A	L-25170-40A
L-25171-40A	L-25172-40A
L-25173-40A	L-25174-40A
L-25175-40A	L-25176-40A
L-25177-40A	L-25178-40A
L-25179-40A	L-25180-40A
L-25181-40A	L-25182-40A
L-25183-40A	L-25184-40A
L-25185-40A	L-25186-40A
L-25188-40A	L-25189-40A
L-25190-40A	L-25191-40A
L-25192-40A	L-25193-40A
L-25198-40A	L-25200-40A
L-25201-40A	L-25202-40A
L-25204-40A	L-25206-40A
L-25207-40A	L-25208-40A
L-25211-40A	L-25212-40A
L-25213-40A	L-25214-40A
L-25216-40A	L-25217-40A
L-25218-40A	L-25219-40A
L-25221-40A	L-25222-40A
L-25223-40A	L-25228-40A
L-25229-40A	L-25230-40A
L-25231-40A	L-25232-40A
L-25233-40A	L-25234-40A
L-25235-40A	L-25236-40A
L-25237-40A	L-25238-40A
L-25239-40A	L-25240-40A
L-25242-40A	L-25243-40A
L-25244-40A	L-25246-40A
L-25249-40A	L-25250-40A
L-25251-40A	L-25252-40A
L-25257-40A	

Note 1: This airworthiness directive (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 (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 failure of the crankshaft gear retaining bolts, which can result in engine failure and subsequent autorotation and forced landing, accomplish the following:

(a) Within 10 hours time in service, or 3 days after the effective date of this AD, whichever occurs first, have the crankshaft gear retaining bolt, part number STD-2209, replaced by Textron Lycoming or Robinson Helicopter Company.

(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, New York Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

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

(d) This amendment becomes effective on February 18, 1999.

Issued in Burlington, Massachusetts, on January 27, 1999.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-2474 Filed 2-2-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWP-10]

Establishment of Class E Airspace; Oroville, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Oroville, CA. The establishment of a Global Positioning

System (GPS) Standard Instrument Approach Procedure (SIAP) To Runway (RWY) 1 at Oroville Municipal Airport has made this action necessary. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 1 SIAP to Oroville Municipal Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Oroville Municipal Airport, Oroville, CA.

EFFECTIVE DATE: 0901 UTC March 25, 1999.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On December 17, 1998, the FAA proposed to amend 14 CFR part 71 by establishing a Class E airspace area at Oroville, CA (63 FR 242). Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport. This action will provide adequate controlled airspace for IFR operations at Oroville Municipal Airport, Oroville, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 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 E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace at Oroville, CA. Controlled airspace extending upward from 700 feet above the surface is required for aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 1 SIAP at Oroville Municipal Airport, Oroville, CA.

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

* * * * *

AWB CA E5 Oroville, CA [New]

Oroville Municipal Airport, CA
(Lat. 39°29'16" N, long. 121°37'19" W)
Richvale Airport, CA
(Lat. 39°29'52" N, long. 121°46'17" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Oroville Municipal Airport, excluding the Maryville, CA, Class E airspace area, and excluding that airspace within a 1-mile radius of the Richvale Airport.

* * * * *

Issued in Los Angeles, California on January 25, 1999.

Harvey R. Riebel,

Acting Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–2502 Filed 2–2–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AWP–22]

Establishment of Class E Airspace; Metropolitan Oakland International Airport, CA; Correction

AGENCY: Federal Aviation Administration.

ACTION: Final rule; correction.

SUMMARY: On December 24, 1998, the FAA published a final rule in the **Federal Register** that established E3 airspace at Metropolitan Oakland International Airport, CA. The airspace description contained two inadvertent errors. This document corrects those errors, and has no substantive effect on the action.

EFFECTIVE DATE: This correction is effective on March 25, 1999.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Air Traffic Division, Airspace Specialist, AWP-520.11, Federal Aviation Administration, Western-Pacific Region, 15000 Aviation Boulevard, Lawndale, CA 90261; telephone: (310) 725–6611.

SUPPLEMENTARY INFORMATION: The following correction is an editorial change.

Correction to Final Rule

In FR Doc. 98–34167, on page 71217 in the **Federal Register** issue of Thursday, December 24, 1998 make the following correction in the last section of the third column: “AWPCA E3” should read “AWP CA E3”, and “8.5” should read “9.0”.

Issued in Los Angeles, California on January 22, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–2501 Filed 2–2–99; 8:45 am]

BILLING CODE 4910–13–M