

Rules and Regulations

Federal Register

Vol. 64, No. 49

Monday, March 15, 1999

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–238–AD; Amendment 39–11052; AD 99–05–03]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 99–05–03 that was published in the **Federal Register** on March 1, 1999 (64 FR 9908). The typographical error resulted in an incorrect service bulletin reference in the applicability of the AD. This AD is applicable to certain Boeing Model 757–200 series airplanes. This AD requires replacement of the stringer clip(s) with a new stringer clip(s), and modification of the life raft support structure and/or life raft doors, as applicable.

EFFECTIVE DATE: Effective April 5, 1999.

FOR FURTHER INFORMATION CONTACT: Keith Ladderud, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2780; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 99–05–03, amendment 39–11052, applicable to certain Boeing Model 757–200 series airplanes, was published in the **Federal Register** on March 1, 1999 (64 FR 9908). That AD requires replacement of the stringer clip(s) with a new stringer clip(s), and modification of the life raft support structure and/or life raft doors, as applicable.

As published, the AD contained a typographical error in the applicability of the AD, which identifies Boeing Service Bulletin 747–25–0180, dated October 9, 1997, as the appropriate source of service information for identifying the affected airplanes. However, as referenced throughout the preamble and the body of the final rule, Boeing Service Bulletin 757–25–0180 is the correct source of service information.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains April 5, 1999.

§ 39.13 [Corrected]

On page 9909, in the third column, the applicability of the AD is corrected to read as follows:

* * * * *

Applicability: Model 757–200 series airplanes, as listed in Boeing Service Bulletin 757–25–0180, dated October 9, 1997, certificated in any category.

* * * * *

Issued in Renton, Washington, on March 9, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–6215 Filed 3–12–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 98–AWP–30]

RIN 2120–AA66

Revocation of Restricted Areas R–2531A and R–2531B, Establishment of Restricted Area R–2531, and Change of Using Agency, Tracy; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action eliminates the subdivision within an existing restricted area by removing Restricted Areas R–2531A and R–2531B, and establishing R–2531, Tracy, CA. This action also changes the using agency of this restricted area from the Department of Energy (DOE) San Francisco Operations Office to the Oakland Operations office.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

The Tracy, CA, test site was established in 1955 and is used primarily to formulate, fabricate and test high explosives. The DOE conducted a review of R–2531 restricted airspace operations and determined that there is no longer a requirement for subdivision of the R–2531 restricted area. Current outdoor testing can conceivably throw shrapnel to a distance of 4,000 feet in any direction and since the ceiling of R–2531A is 3,000 feet Mean Sea Level it no longer supports the DOE testing. The DOE requested the FAA combine the R–2531A & B into a single restricted area to be consistent with the Lawrence Livermore National Laboratory current operational requirements. A review of utilization data indicates both R–2531A and R–2531B are currently used simultaneously and removing the subdivision would not impact the public or airspace users.

The Rule

This amendment to 14 CFR part 73 revokes R–2531A, R–2531B, establishes R–2531, and changes the using agency from the DOE San Francisco office to the DOE Oakland Operations office. There are no changes to the boundaries, altitudes, time of designation or activities conducted within the restricted area. This action eliminates the subdivision within an existing restricted area. As the solicitation of comments would not offer any meaningful right or benefit to any segment of the public, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 action: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT