

Part number	Part name	Serial number
6028T44P01	Turbine wheel, stage 1	GATV6541
6028T44P01	Turbine wheel, stage 1	GATV6588
6028T44P01	Turbine wheel, stage 1	GATW1573
634E583P04	Turbine wheel, stage 1	GATWZA4994
634E583P5	Turbine wheel, stage 1	GAT10650
634E583P5	Turbine wheel, stage 1	GAT13048
646C596P2	Turbine wheel, stage 2	GATCBK01912
646C596P2	Turbine wheel, stage 2	GATWYR12725
646C596P2 *	Turbine wheel, stage 2	GATWZA9723
646C594P2 *	Turbine wheel, stage 2	GATWZA9723
646C594P1 *	Turbine wheel, stage 2	GATWZA9723
841B690P7	Assy, Turbine wheel, stage 1	GAT9383WZA
841B690P7	Assy, Turbine wheel, stage 1	GATMKF07225
841B690P7	Assy, Turbine wheel, stage 1	GATWYR12358
841B690P7	Assy, Turbine wheel, stage 1	GATWYR13457
841B690P7	Assy, Turbine wheel, stage 1	GATWYR13677
841B690P7	Assy, Turbine wheel, stage 1	GATWZA8110
841B690P7	Assy, Turbine wheel, stage 1	GATWZA8263
841B690P7	Assy, Turbine wheel, stage 1	GATWZA9182
841B690P7	Assy, Turbine wheel, stage 1	OJL0145
841B690P7	Assy, Turbine wheel, stage 1	WDBMKF07219

* The FAA has determined that up to three Stage 2 Turbine wheels, SN GATWZA9723, may have been distributed with three different P/N's. Therefore, while only P/N 646C596P1 is an approved P/N for the CJ610 and CF700 model engine, all three part numbers are listed.

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 the use of unapproved parts, which could lead to an uncontained engine failure and damage to the airplane, accomplish the following:

Replacement of Unapproved Parts

(a) Before further flight after the effective date of this AD, remove any part listed by P/N and SN in Appendix 1 of this AD, and replace it with a serviceable part.

Alternate Methods of Compliance

(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, Engine Certification Office (ECO). Operators shall 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.

Effective Date of This AD

(c) This amendment becomes effective on February 11, 2000.

Issued in Burlington, Massachusetts, on January 5, 2000.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 00-597 Filed 1-11-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-51]

Amendment to Class E Airspace; Marshall, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Marshall Memorial Municipal Airport, Marshall, MO. The FAA has developed Global Positioning System (GPS) Runway (RWY) 18, GPS RWY 36 Standard Instrument Approach Procedures (SIAPs), and amended the Nondirectional Radio Beacon (NDB) RWY 36 SIAP to serve Marshall Memorial Municipal Airport, MO. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the GPS RWY 18, GPS RWY 36,

and NDB RWY 36 SIAPs in controlled airspace. The extension of the north is eliminated.

In addition, a minor revision to the Airport Reference Point (ARP) and NDB coordinates is included in this document.

The intended effect of this rule is to provide controlled Class E airspace for aircraft executing GPS RWY 18, GPS RWY 36 and NDB RWY 36 SIAPs, revise the ARP and NDB coordinates, eliminate the extension to the north and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

DATES: This direct final rule is effective on 9091 UTC, April 20, 2000.

Comments for inclusion in the Rules Docket must be received on or before February 16, 2000.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, DOT Regional Headquarters Building, Federal Aviation Administration, Docket Number 99-ACE-49, 901 Locust, Kansas City, Mo 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal

Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA has developed GPS RWY 18, GPS RWY 36 SIAPs, and amended the NDB RWY 36 SIAP to serve the Marshall Memorial Municipal Airport, MO. The amendment to Class E airspace at Marshall, MO, will provide additional controlled airspace at and above 700 feet AGL in order to contain the SIAPs within controlled airspace, and thereby facilitate separation of aircraft operating under Instrument Flight Rules (IFR). The amendment at Marshall Memorial Municipal Airport, MO, will provide additional controlled airspace for aircraft operating under IFR. The area will be depicted on appropriate aeronautical charts. 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 7400.9G, dated September 10, 1999, and effective September 16, 1999, 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in advise or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comment Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-ACE-51." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if

promulgated, will not have a significant economic impact, positive or negative, 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

Accordingly, 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 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 Federal Aviation Administration Order 7400.9G Airspace Designations and Reporting Points, dated September 10, 1999, and effective September 16, 1999, is amended as follows:

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

* * * * *

ACE MO E5 Marshall, MO [Revised]

Marshall Memorial Municipal Airport, MO
(Lat. 39°05'44"N., long. 93°12'02"W.)

Marshall NDB
(Lat. 39°02'31"N., long. 93°11'44"W.)

That airspace extending upward from 700 feet above the surface within a 6.4 mile radius of Marshall Memorial Municipal Airport and within 3.5 miles each side of the 175° bearing from the Marshall NDB extending from the 6.4-mile radius to 7 miles south of the NDB.

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Issued in Kansas City, MO, on December 22, 1999.

Donovan D. Schardt,

Acting Manager, Air Traffic Division, Central Region.

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