

installed on but not limited to Boeing 767 series airplanes.

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 burn through of the combustor case due to combustor liner cracking, which can result in an engine fire and damage to the aircraft, accomplish the following:

Installation of Improved Combustion Liner

(a) Prior to further flight, install an improved combustion liner with a strengthened head and improved heat shields, in accordance with the Accomplishment Instructions of R-R Service Bulletin (SB) No. RB.211-72-9764, Revision 3, dated January 16, 1998.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Engine Certification Office.

No Ferry Flights

(c) Special flight permits will not be issued.

Incorporation by Reference

(d) The actions required by this AD shall be performed in accordance with the following R-R SB:

Document No.	Pages	Revision	Date
RB.211-72-9764.	1	3	Jan. 16, 1998.
	2	Original	Aug. 20, 1993.
	3-6	3	Jan. 16, 1998.
	7-10	Original	Aug. 20, 1993.
	11	3	Jan. 16, 1998.

Document No.	Pages	Revision	Date
	12-30	Original	Aug. 20, 1993.
Total pages: 30.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, PO Box 31, Derby, England; telephone: International Access Code 011, Country Code 44, 1332-249428, fax International Access Code 011, Country Code 44, 1332-249223. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on March 2, 2000.

Issued in Burlington, Massachusetts, on February 7, 2000.

Thomas A. Boudreau,

Acting Manager, Engine and Propeller Directorate Aircraft Certification Service.
[FR Doc. 00-3337 Filed 2-15-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AAL-17]

Establishment of Class E Airspace; Russian Mission, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Russian Mission, AK. The establishment of two Global Positioning System (GPS) instrument approach procedures at Russian Mission Airport made this action necessary. The Russian Mission Airport status changes from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). This rule provides adequate controlled airspace for aircraft flying IFR procedures at Russian Mission, AK.

EFFECTIVE DATES: 0901 UTC, April 20, 2000.

FOR FURTHER INFORMATION CONTACT: Bob Durand, Operations Branch, AAL-531, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850;

email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

On October 5, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Russian Mission, AK, was published in the **Federal Register** (64 FR53956). The proposal was necessary due to the establishment of two GPS instrument approaches at Russian Mission, AK. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received; thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 in FAA Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes the Class E airspace at Russian Mission, AK, through the establishment of two GPS instrument approach procedures. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide controlled airspace for IFR operations at Russian Mission, AK.

The FAA has determined that this rule 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, when

promulgated, 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; AIRWAYS; 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.

§ 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 1, 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.

* * * * *

AAL AK E5 Russian Mission, AK [New]

Russian Mission Airport

(lat. 61° 46' 47" N., long. 161° 19' 10" W.)

That airspace extending upward from 700 feet above the surface within 6.2-mile radius of the Russian Mission Airport, and that airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 62° 10' 00" N. long. 162° 45' 00" W., to lat. 62° 34' 00" N. long. 160° 30' 00" W., to lat. 61° 30' 00" N. long. 160° 30' 00" W., along lat. 61° 30' 00" to lat 61° 30' 00" N. long. 162° 45' 00" W., to the point of beginning.

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Issued in Anchorage, AK, on February 9, 2000.

Willis C. Nelson

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 00–3701 Filed 2–15–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF JUSTICE

Office of Justice Programs

28 CFR Part 92

[OJP(OJP)–1205f]

RIN 1121–AA50

Timing of Police Corps Reimbursements of Educational Expenses

AGENCY: Office of Justice Programs, Office of the Police Corps and Law Enforcement Education, Justice.

ACTION: Final rule.

SUMMARY: This final rule adopts without change an interim final rule published by the Office of Justice Programs, Office of the Police Corps and Law Enforcement Education, in the **Federal Register** on June 21, 1999, at 64 FR 33016–33018. The interim final rule altered the timing of reimbursements to Police Corps participants for eligible educational expenses incurred during years of college study completed before acceptance into the Police Corps. It provided that reimbursements would be paid in two equal installments at the start and conclusion of a participant's first year of required service as a police officer or sheriff's deputy. The interim final rule also permitted the Director of the Office of the Police Corps and Law Enforcement Education to advance the date of a participant's first reimbursement payment on a showing of good cause.

EFFECTIVE DATE: This Final Rule is effective on March 17, 2000.

FOR FURTHER INFORMATION CONTACT:

Ingrid Sausjord, Training Program Development Specialist, Office of the Police Corps and Law Enforcement Education at 1–888–94CORPS. This is a toll-free number.

SUPPLEMENTARY INFORMATION: The Office of Justice Programs, Office of the Police Corps and Law Enforcement Education (“Office of the Police Corps”) offers, pursuant to the Police Corps Act, 42 U.S.C. 14091 *et seq.*, and through the Police Corps program, financial aid on a competitive basis to college students who agree to undergo rigorous training and serve as police in specially designated areas for at least four years.

Once a participant is accepted into the Police Corps, he or she receives financial aid on a prospective basis through scholarship payments. 42 U.S.C. 14095(a). If a participant completes one or more years of college study before being accepted into the Police Corps, he or she receives reimbursements for educational

expenses incurred during the prior years. 42 U.S.C. 14095(b). The Police Corps Act does not specify the timing of these reimbursements, and the reimbursements do not include interest.

Prior to publication of the interim final rule, the relevant implementing regulation provided that reimbursements would be made through four equal payments, one upon completion of each of the four years of required service. The interim final rule changed that provision to accelerate reimbursements. Under the interim rule, participants were to be paid in two equal installments at the start and completion of a participant's first year of required service as a police officer or sheriff's deputy.

The change enabled participants to promptly repay student loans and, by allowing the Director flexibility in dealing with special individual circumstances, enabled participants to have funds available to make loan payments and meet other ongoing financial obligations during the 16 to 24 weeks of required residential training. By reducing the number of payments per participant, the change also eased the administrative burden on both the Office of the Police Corps and state lead agencies.

The interim rule requested that comments concerning the new provisions be submitted to the Office of the Police Corps by September 20, 1999. The Office of the Police Corps did not receive any comments and is therefore adopting the interim rule as final without change.

Executive Order 12866

This regulation has been drafted and reviewed in accordance with Executive Order 12866, section 1(b), Principles of Regulation. The Office of Justice Programs has determined that this rule is not a “significant regulatory action” under Executive Order 12866, section 3(f), Regulatory Planning and Review, and accordingly this rule has not been reviewed by the Office of Management and Budget.

Executive Order 13132

This regulation will not have substantial direct effects 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, in accordance with Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.