

turboshaft engines. Because it is a novel or unusual engine rating feature, special conditions are prescribed under the provisions of 14 CFR 21.16.

Special conditions, as appropriate, are issued in accordance with 14 CFR 11.49 after public notice, as required by §§ 11.28 and 11.29(b), and became part of the type certification basis in accordance with 14 CFR 21.101(b)(2).

Novel or Unusual Design Features

The GEAE engine models CT7-6E and CT7-8 turboshaft engines will incorporate the following novel or unusual design feature: Rated 30-minute power. The power available for rotocrafts hovering to perform search and rescue missions is limited to the maximum continuous rating power under the current part 33 requirements. The proposed rated 30-minute power would provide a higher power level than currently available for use up to 30 minutes at any time between takeoff and landing during any flight. This new rating will enhance rotorcraft safety through the availability of increased power for hovering operations calling for greater than maximum continuous power.

Applicability

As discussed above, these special conditions are applicable to the GEAE models CT7-6E and CT7-8 turboshaft engines. Should GEAE apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well under the provisions of 14 CFR 21.101(a)(1).

Conclusion

This action affects only certain novel or unusual design features on GEAE models CT7-6E and CT7-8 turboshaft engines. It is not a rule of general applicability, and it affects only the applicant who applied to the FAA for approval of these features on the engines.

List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citations for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704.

The Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for the GEAE models CT7-6E and CT7-8 turboshaft engines:

§ 33.4 Instructions for Continued Airworthiness (ICA).

(a) In addition to the requirements of § 33.4, the Instructions for Continued Airworthiness (ICA) procedures must:

(1) Ensure that the engine deterioration in service will not exceed the level shown in certification using the rated 30-minute power.

(2) Be included in the airworthiness limitations section of the ICA.

§ 33.7 Engine Ratings and Operating Limitations.

(b) In addition to the ratings provided in § 33.7, a rated 30-minute power is available, which shall be defined as the approved brake horsepower developed under static conditions at specified altitudes and temperatures within the operating limitations established under part 33 of this chapter, and limited in use to periods of not over 30 minutes each.

§ 33.87 Endurance Test.

(c) The test requirements of § 33.87(a), (c), and (f), except that the first 35 minutes of the two hour test required by paragraph (c)(3) must be run at rated maximum continuous power for 5 minutes and then at rated 30-minute power for 30 minutes, in each of the 25 six-hour endurance test sequences.

Issued in Burlington, Massachusetts on August 2, 2000.

David A. Downey,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ANM-01]

Revision of Class E airspace, Englewood, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published on May 25, 2000 that inadvertently described the Class E airspace extension as E5. Additionally, in the legal description text, the word "radius" was inappropriately applied. This action corrects the final rule by reflecting the proper airspace designation and correction of text in the legal description.

EFFECTIVE DATE: 0901 UTC, August 10, 2000.

FOR FURTHER INFORMATION CONTACT:

Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-01, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION: On May 25, 2000, the FAA published a final rule that established a Class E airspace extension at the Centennial Airport, Englewood, CO (65 FR 33750).

However, that action erroneously described the airspace as E5 instead of E4. Also, in the legal description text, the word "radius" was inappropriately applied. This action corrects the final rule by reflecting the proper airspace designation and description.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Englewood, CO, as published in the **Federal Register** on May 25, 2000, (65 FR 33750), (Federal Register Document No. 00-13174) is corrected as follows:

§ 71.1 [Corrected]

1. On page 33751, in column 2, in the airspace description, header, correct the airspace description by removing E5 and adding E4. In the text, line 2, remove the word "radius".

Issued in Seattle, Washington, on July 27, 2000.

Daniel A. Boyle,

Acting Manager, Air Traffic Division, Northwest Mountain Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ANM-07]

Modification of Class E airspace, Wenatchee, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Wenatchee, WA, Class E airspace to remove the Fancher field airspace exclusion at the Panghorn Memorial Airport, Wenatchee, WA.

EFFECTIVE DATE: 0901 UTC, October 05, 2000.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 00-ANM-07, 1601 Lind Avenue SW,