

§ 29.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 29.1385(c), cannot show unbroken light within dihedral angle A (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 28, 1971.

K. M. SMITH,
Acting Administrator.

[FR Doc.71-16166 Filed 11-4-71;8:45 am]

[Docket No. 71-CE-13-AD; Amdt. 39-1327]

PART 39—AIRWORTHINESS DIRECTIVES

Cessna Series Airplanes

Amendment 39-1323 (36 F.R. 20417) effective October 23, 1971, applicable to Cessna 150, 172, 175, and 182 series airplanes is an airworthiness directive which requires, in part, immediate replacement of early type nose gear forks on aircraft which have accumulated 1,500 hours time in service. The Agency did not intend to require such replacement prior to January 1, 1972. In addition, after further evaluation it appears that a parts availability problem could develop. Accordingly, Paragraph C is being revised to allow a 300 hour grace period after January 1, 1972, to effect replacement of the discrepant nose gear forks.

Since this amendment is relaxatory in nature, compliance with the notice and public procedure provisions of the Administrative Procedures Act is not necessary and good cause exists to make this amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of part 39 of the FAR's, amendment 39-1323 (36 F.R. 20417), is amended by changing Paragraph C so that it now reads as follows:

C. For those airplanes with 1,500 or more total hours time in service as of January 1, 1972, and for those airplanes upon the accumulation of 1,500 hours total time in service after January 1, 1972, within the first 300 hours time in service thereafter, replace earlier type forks with applicable nose gear fork P/N 0442503-497, 0543043-497, or 0543043-498 or newer nose gear forks identified in current Cessna parts catalogs.

This amendment becomes effective November 9, 1971.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421 and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on October 27, 1971.

CHESTER W. WELLS,
Acting Director,
Central Region.

[FR Doc.71-16168 Filed 11-4-71;8:45 am]

[Docket No. 10982; Amdt. 39-1329]

PART 39—AIRWORTHINESS DIRECTIVES

Hawker-Siddeley Model DH-125 Airplanes

Amendment 39-1251 (36 F.R. 13776), AD 71-16-2 requires modification of the Rotax voltage sensing unit on Hawker-Siddeley Model DH-125 airplanes. After issuing Amendment 39-1251 (AD 71-16-2), the FAA has determined that, through inadvertence, the applicability statement of the AD is erroneous in that it fails to limit applicability of the AD to the specific serial number airplanes that require the modification. Therefore, the AD is being amended to limit its applicability to specific Hawker-Siddeley Model DH-125 series 1A and 1A-522 airplanes.

Since this amendment corrects the applicability statement and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR § 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-1251 (36 F.R. 13776), AD 71-16-2, is amended by amending the applicability statement to read:

HAWKER-SIDDELEY AVIATION, LTD. Applies to Hawker-Siddeley Model DH-125 series 1A serial numbers 25013, 25014, 25016, 25018, 25021, 25022, 25026, 25027, 25030, 25031, 25034 through 25039, 25042, 25051 through 25053, 25057, and 25058; and series 1A-522 serial numbers 25017, 25020, 25023, 25029, 25032, 25033, 25043, 25046, 25047, 25060, 25064, 25065, 25066, 25068, 25070, 25073, through 25075, 25078, 25079, 25082 through 25084, 25086 through 25088, 25091, 25093, and 25095 airplanes.

This amendment becomes effective November 5, 1971.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 29, 1971.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[FR Doc.71-16169 Filed 11-4-71;8:45 am]

[Docket No. 71-SO-115; Amdt. 39-1328]

PART 39—AIRWORTHINESS DIRECTIVES

Grumman G-159 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring inspection of the wing to fuselage fittings for cracks and repair, if necessary, on Grumman Model G-159 airplanes was published in the FEDERAL REGISTER, 36 F.R. 12696.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive.

GRUMMAN. Applies to all Model G-159 airplanes.

Compliance required as indicated.

To detect cracking in the wing to fuselage attachment fittings at butt line 9 of Grumman Model G-159 airplanes, accomplish the following:

a. Within 6 months time in service after the effective date of this AD, unless already accomplished, inspect the wing to fuselage attachment fittings, P/Ns 159WM10064 and 159WM10065 (P/N 159WM10223 assembly), and P/N 159WM10045 at butt line 9 left and right, wing front beam for cracks, deformation, gaps, or improper shimming in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971, or later FAA approved revision or in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

b. If cracks, deformation, gaps, or improper shimming are found when conducting the inspection required by paragraph a., within 100 hours time in service after detection correct in accordance with Aircraft Service Change 190 or in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

c. Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may adjust the inspection time to coincide with inspections for wing corrosion required by AD 67-4-1.

This amendment becomes effective November 26, 1971.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on October 27, 1971.

JAMES G. ROGERS,
Director, Southern Region.

[FR Doc.71-16170 Filed 11-4-71;8:46 am]

[Docket No. 11003; Amdt. 65-19]

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS**Military Air Traffic Control Tower Operators; Experience Requirements for Facility Rating**

The purpose of this amendment to Part 65 of the Federal Aviation Regulations is to allow military air traffic control tower operators to meet the practical experience requirements for a facility rating at a particular tower by having at least 6 months of experience as an air traffic control tower operator. However, that experience need not be had (1) at that tower without a facility rating or (2) at a different tower with a facility rating there, as required of other control tower operators.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rule making (notice 71-11) issued on April 23, 1971, and published in the *FEDERAL REGISTER* on April 29, 1971 (36 F.R. 8051). Due consideration has been given to all comments presented in response to the notice.

Four of the seven public comments received in response to the notice concurred in the proposal. The other three opposed the proposal. One of these asserted that the proposal would result in a derogation of safety. Another asserted that (1) if an Air Force controller were transferred frequently during the 6-month period, he might not acquire adequate practical experience; (2) under the proposed rule civilian and military controllers at joint-use facilities might not have the same qualifications; and (3) the proposed rule would lower standards without consideration of established air traffic control procedures and the need for maintaining the highest degree of safety in aviation. The third opposing commentator asserted that the facility ratings placed on certificates would be degraded.

The FAA does not agree that any of these asserted results will be caused by this rule. The rule does not entitle an Air Force controller to a facility rating so that he may immediately control air traffic. It only relieves him of waiting 6 months at a particular tower, if he has satisfactorily served elsewhere as an air traffic control tower operator for at least 6 months. He is still required to pass the skill requirements under § 65.37 that are applicable to each operating position in the tower at which the rating is sought. Safety would not be derogated because the rating will not be issued until the individual passes the practical test and demonstrates his competence as an air traffic control tower operator at the particular airport. It has therefore been determined to issue the amendment for the reasons stated in the notice.

In its response to the notice, the Directorate of Operations, U.S. Air Force, recommended changing "air traffic control tower operator" to "air traffic controller" so that the time served by

controllers providing only radar approach control service could be applied to the 6 months experience requirement. However, this change is not necessary as to radar approach control service performed as an airport traffic control function of a particular tower. While performing this service a person is serving as an air traffic control tower operator, and the time involved is applied to the 6 months experience requirement.

In consideration of the foregoing, § 65.39 of the Federal Aviation Regulations is amended, effective December 6, 1971, by adding the following flush paragraph at the end thereof:

§ 65.39 Practical experience requirements: facility rating.

However, an applicant who is a member of an Armed Force of the United States meets the requirements of this section if he has satisfactorily served as an air traffic control tower operator for at least 6 months.

(Secs. 313(a) and 601, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, Sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 28, 1971.

K. M. SMITH,
Acting Administrator.

[FR Doc. 71-16167 Filed 11-4-71; 8:45 am]

[Airspace Docket No. 71-RM-8]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Control Zones and Transition Area**

On September 15, 1971 a notice of proposed rule making was published in the *FEDERAL REGISTER* (36 F.R. 18476) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Great Falls, Mont. (International Airport), the Great Falls, Mont. (Malmstrom Air Force Base) control zones and the Great Falls, Mont. transition area.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received and the proposed amendment is hereby adopted without change.

Effective date. These amendments shall be effective 0901 G.m.t., January 6, 1972.

(Sec. 307(a), Federal Aviation Act of 1958, as amended, 49 U.S.C. 1348(a); and of sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Aurora, Colo., on October 27, 1971.

M. M. MARTIN,
Director,
Rocky Mountain Region.

In § 71.171 (36 F.R. 2055) the following control zones are amended to read as follows:

GREAT FALLS, MONT. (INTERNATIONAL AIRPORT)

Within a 5-mile radius of the Great Falls International Airport (latitude 47°29'00" N., longitude 111°22'00" W.) within 3½ miles each side of the Great Falls VORTAC 225° radial, extending from the 5-mile radius zone to 10 miles southwest of the VORTAC; within 3½ miles each side of the Great Falls VORTAC 045° radial, extending from the 5-mile radius zone to 19 miles northeast of the VORTAC.

GREAT FALLS, MONT. (MALMSTROM AIR FORCE BASE)

Within a 5-mile radius of the Malmstrom AFB (latitude 47°30'05" N., longitude 111°11'20" W.); within 3½ miles each side of the Malmstrom AFB VOR 037° radial, extending from the 5-mile-radius zone to 15½ miles northeast of the VOR; within 3½ miles each side of the Malmstrom AFB TACAN 227° radial, extending from the 5-mile-radius zone to 7 miles southwest of the TACAN; excluding those portions within the Great Falls International Airport control zone.

In § 71.181 (36 F.R. 2140) the following transition area is amended to read as follows:

GREAT FALLS, MONT.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of the Malmstrom Air Force Base (latitude 47°30'05" N., longitude 111°11'20" W.) and within 3½ miles each side of the Truly RBN 180° bearing, extending from the 17-mile radius area to 9 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles north and 8 miles south of the Great Falls VOR 074° radial, extending from the 40-mile-radius area to 61 miles east of the VOR; and within 12 miles south and 8 miles north of the Great Falls VOR 272° radial extending from the 40-mile-radius area to 56 miles west of the VOR.

[FR Doc. 71-16104 Filed 11-4-71; 8:45 am]

[Airspace Docket No. 71-SO-159]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Transition Area**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Alexander City, Ala., transition area.

The Alexander City transition area is described in § 71.181 (36 F.R. 2140). In the amendment, an 11-mile extension is predicated on the 171° bearing from Alexander City RBN. Effective November 25, 1971, the procedure turn bearing for the NDB-A Instrument Approach Procedure will be changed to the 181° bearing and the altitude will be increased to 2,300 feet MSL. These changes require that the extension be redesignated to the 181° bearing and reduced to 8.5 miles in length. Since these amendments are minor in nature and reduce the burden on the public, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., November 25, 1971, as hereinafter set forth.

In § 71.181 (36 F.R. 2140), the Alexander City, Ala., transition area is amended as follows:

*** 171° bearing *** and *** 11 miles south *** are deleted and *** 181° bearing *** and *** 8.5 miles south *** are substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on October 28, 1971.

JAMES G. ROGERS,
Director, Southern Region.

[FR Doc. 71-16175 Filed 11-4-71; 8:46 am]

[Airspace Docket No. 71-SO-148]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone

On September 25, 1971, a notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 19037), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the St. Petersburg, Fla. (Albert-Whitted Airport), control zone.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., January 6, 1972, as hereinafter set forth.

In § 71.171 (36 F.R. 2055), the St. Petersburg, Fla. (Albert-Whitted Airport) control zone is amended to read:

ST. PETERSBURG, FLA. (ALBERT-WHITTET AIRPORT)

Within a 5-mile radius of the Albert-Whitted Airport (lat. 27°45'53" N., long. 82°37'39" W.); within 1.5 miles each side of the St. Petersburg VORTAC 159° radial, extending from the 5-mile radius zone to 1 mile south of the VORTAC, excluding the portion within the St. Petersburg and MacDill AFB control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on October 29, 1971.

JAMES G. ROGERS,
Director, Southern Region.

[FR Doc. 71-16176 Filed 11-4-71; 8:46 am]

[Airspace Docket No. 71-NW-15]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone

On September 10, 1971, a notice of proposed rulemaking was published in the FEDERAL REGISTER (36 F.R. 18214) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Boise, Idaho control zone.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections were received.

In consideration of the foregoing, the proposed amendment is hereby adopted without change.

Effective date. This amendment shall be effective 0901 G.m.t. January 6, 1972.

(Sec. 307(a), Federal Aviation Act of 1958, as amended, 49 U.S.C. 1348(a), and sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Seattle, Wash., on October 27, 1971.

C. B. WALK, Jr.,
Director, Northwest Region.

In § 71.171 (36 F.R. 2055), the description of the Boise, Idaho, control zone is amended as follows:

Add to the text " * * * and within 2 miles west and 5 miles east of the Boise VORTAC 179° radial extending from the 5-mile radius zone to 7 miles south of the VORTAC."

[FR Doc. 71-16172 Filed 11-4-71; 8:46 am]

[Airspace Docket No. 71-RM-14]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On October 15, 1971, F.R. Doc. 71-14718 was published in the FEDERAL REGISTER (36 F.R. 20035) adopting an amendment to Part 71 of the Federal Aviation Regulations that altered the transition area for Livingston, Mont.

Subsequent to the publication of this document, it was discovered the reciprocal of the 085° radial (265°), needed to describe a 1,200-foot portion of the transition area, was inadvertently omitted in the description of the transition area. Therefore, action is taken herein to correct this omission.

Since this change is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the effective date as originally adopted may be retained.

In consideration of the foregoing, in § 71.181 (36 F.R. 2140) the description of the Livingston, Mont., 1,200-foot transition area as amended by (36 F.R. 20035) is further amended by deleting

*** the Livingston VORTAC 085° radial *** and substituting *** the Livingston VORTAC 085° and 265° radials *** therefor.

(Sec. 307(a), Federal Aviation Act of 1958, as amended, 49 U.S.C. 1348(a), and sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Aurora, Colo., on October 29, 1971.

M. M. MARTIN,
Director,
Rocky Mountain Region.

[FR Doc. 71-16173 Filed 11-4-71; 8:46 am]

[Airspace Docket No. 71-RM-17]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Establishment of Control Zone and Transition Area

On September 9, 1971, a notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 18109) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would establish the Dillon, Mont., control zone and transition area.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections. No objections have been received and the proposed amendments are hereby adopted without change.

Effective date. These amendments shall be effective 0901 G.m.t., January 6, 1972.

(Sec. 307(a), Federal Aviation Act of 1958, as amended, 49 U.S.C. 1348(a), and sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Aurora, Colo., on October 28, 1971.

M. M. MARTIN,
Director,
Rocky Mountain Region.

In § 71.171 (36 F.R. 2055) the following control zone is added:

DILLON, MONT.

Within a 6-mile radius of the Dillon Airport, Dillon, Mont. (latitude 45°15'20" N., longitude 112°33'10" W.) and within 3 miles each side of the Dillon VORTAC 025° radial, extending from the 6-mile-radius zone to 8.5 miles northeast of the VORTAC.

In § 71.181 (36 F.R. 2140) the following transition area is added:

DILLON, MONT.

That airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 6 miles southeast of the Dillon VORTAC 025° radial, extending from the VORTAC to 24 miles northeast; and that airspace extending upward from 11,700 feet MSL within 7.5 miles west and 10.5 miles east of the Dillon VORTAC 168° and 348° radials extending from 4.5 miles north to 19.5 miles south of the VORTAC.

[FR Doc. 71-16174 Filed 11-4-71; 8:46 am]