

Regulation 418 (42 FR 61991), are hereby amended to read:

- (1) District 1: 1,274,000 cartons;
- (2) District 2: unlimited movement;
- (3) District 3: 126,000 cartons.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674.)

Dated: December 14, 1977.

FLOYD F. HEDLUND,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[FR Doc. 77-36093 Filed 12-14-77; 12:51 pm]

[4910-13]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 77-WE-15-AD; Amdt. 39-3094]

PART 39—AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-10-10,
-10F, -30, -30F, and -40 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Rescission of rule.

SUMMARY: After issuing Amendment 39-2911 (42 FR 27571), AD 77-11-01, which prohibits inflight APU operation, the FAA issued Amendment 39-3016 (42 FR 42190), AD 77-17-06, which requires an initial and recurring inspection of the AiResearch Model TSCP700-4B and -5 APU compressor discs. Issuance of AD 77-17-06 obviates the need for continuing AD 77-11-01 in effect.

DATES: Effective date December 20, 1977.

FOR FURTHER INFORMATION CONTACT:

Kyle L. Olsen, Executive Secretary, Airworthiness Directives Review Board, Federal Aviation Administration, Western Region, P.O. Box 920007, Worldway Postal Center, Los Angeles, Calif. 90009, telephone: 213-536-6351.

SUPPLEMENTARY INFORMATION: Uncontained separation of the compressor first stage disc of the AiResearch Model TSCP700 series APU's have occurred in service. In at least one case, failure of this part in an APU installed in an Aerospatiale Model A-300B aircraft resulted in the compressor assembly becoming unstaked and the second stage compressor disc was ejected through the APU compartment and trajectory from the aircraft during ground operation. Primary cause of the failure of the first stage disc is development of low cycle fatigue cracks in the blade dovetail slots. Propagation of these cracks can result in tensile overload separation of a segment of two to five blades span of the disc rim. Since this failure could pose a hazard to the aircraft, Amendment 39-2911 (42 FR 27571), AD 77-11-01, was issued to prohibit inflight operation of the APU. Subsequently, the APU manufacturer developed an inspection procedure to detect cracks in the affected compressor discs and the FAA issued

Amendment 39-3016 (42 FR 42190), AD 77-17-06 to require accomplishment of this inspection procedure. Therefore, the need for AD 77-11-01 is obviated. Accordingly, the Airplane Flight Manual limitation revision and placard required by AD 77-11-01 may be removed.

Since this amendment relieves a restriction, 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.

DRAFTING INFORMATION

The principal authors of this document are John A. Kenworthy, Aircraft Engineering Division, and Richard G. Wittry, Office of the Regional Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), Section 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-2911 (42 FR 27571), AD 77-11-01, is rescinded.

This amendment becomes effective December 20, 1977.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949 and OMB Circular A-107.

Issued in Los Angeles, California on December 5, 1977.

ROBERT H. STANTON,

Director, FAA Western Region.

[FR Doc. 77-35642 Filed 12-14-77; 8:45 am]

[4910-13]

[Docket No. 77-GL-23 Amdt. 39-3096]

Enstrom Helicopter Corporation F28C and 280C Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment comprising a new airworthiness directive (AD) was adopted effective immediately on November 7, 1977, and concurrently copies were airmailed to all known operators of Enstrom Model F28C and 280C helicopters. The AD requires the performance of certain maintenance checks, and imposes operational limitations and procedures which are needed to prevent engine stoppage. This AD supersedes the AD issued by airmail letter dated September 30, 1977, as amended by airmail letter dated October 25, 1977. The AD was prompted by reports of engine stoppage during the performance of autorotations.

DATES: Effective December 21, 1977, and was effective for all recipients of the airmail letter dated November 7, 1977, upon receipt thereof.

Compliance schedule—As prescribed in the body of the AD.

ADDRESSES: To obtain copies of the service information referenced herein, contact:

The Enstrom Helicopter Corp., Menominee County Airport, P.O. Box 277, Menominee, Mich. 49858.

Copies of the service information incorporated in this AD are contained in the Rules Docket, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Ill. 60018; and at FAA Headquarters, room 916, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

Mark E. Mixell, Engineering and Manufacturing Branch, Flight Standards Division, AGL-214, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018, telephone: 312-694-4500, extension 308.

SUPPLEMENTARY INFORMATION:

The FAA determined that the Lycoming HIO-360-E1AD engine, turbocharged in accordance with STC SE100GL, installed in Enstrom Model F28C and 280C helicopters may experience malfunctions that cause the engine to quit. On September 30, 1977, an airworthiness directive was issued by airmail letter to operators of Enstrom Model F28C and 280C helicopters certificated in all categories and made effective immediately upon receipt. That AD required placarding of the helicopter to prohibit practice autorotations (except hovering in ground effect) and required the pilot to maintain 15" Hg manifold pressure minimum, i.e., to prohibit those operations known to cause the engine to quit. On October 25, 1977, the Sept. 30, 1977, airmail letter AD was amended to permit autorotations for maintenance purposes. Subsequent to the above, further testing by the FAA and Enstrom disclosed the sources of the problem and suitable corrective action was identified. Accordingly, on November 7, 1977, an airworthiness directive was adopted superseding the September 30, 1977, airmail letter AD as amended by the October 25, 1977, airmail letter, and made effective immediately upon receipt as to operators of Enstrom Model F28C and 280C helicopters. The November 7, 1977, AD required that maintenance be performed in accordance with Enstrom Service Information Letter No. 0069 and adopted certain new procedures and limitations to prevent malfunctions that could cause the engine to quit.

Since immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest, and good cause existed for making the airworthiness directive effective immediately to all known United States operators of Enstrom Model F28C and 280C helicopters by individual airmail letter dated November 7, 1977. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulation to make it effective as to all persons.

In accordance with Departmental Regulatory Reform, dated March 23, 1976, we have determined that the expected impact of this final rule is so minimal that it does not warrant an evaluation.

The principal authors of this document are M. Mixell, Flight Standards Division, Great Lakes Region, and J. Brennan, Office of the Regional Counsel, Great Lakes Region.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

ENSTROM. Applies to F28C and 280C helicopters certificated in all categories. Compliance required as indicated.

(a) Prior to further flight, perform Enstrom Service Information Letter No. 0069 as required to provide a smooth running idle characteristic. Adjust the idle mixture in accordance with Enstrom Service Information Letter No. 0069 steps 4C thru 4G. With the idle mixture properly adjusted perform the following check: Turn the boost on and off. Any noticeable change in RPM is an indication of internal injector leakage. If this condition is observed remove the injector and return the injector to an authorized Bendix repair station. Replace with an airworthy injector and repeat the above check.

(b) Prior to further flight, incorporate the attached supplemental information in the appropriate RPM. Affix the placard as indicated and operate in accordance therewith.

(c) Within the next three calendar months or 100 hours time in service, whichever occurs first, install Enstrom Kit 28-121015.

The following limitations and procedures are effective immediately for all Enstrom Model F28C and 280C helicopters. Applicable rotorcraft flight manual pages are attached.

NOTE.—Compliance with the revised procedures outlined herein does not require a logbook entry. Flight manuals affected:

F-28C (December 8, 1975; revised December 21, 1976).

280C (December 8, 1975; revised December 21, 1976).

280C (September 23, 1977, Report No. 28-AC-016).

FLIGHT MANUAL INSERTION

Limitations: (To be added to all three FM's).

Fuel Mixture Setting: (Page FM-2-4) In addition to present RPM procedures add: Mixture must be leaned to at least 130 PPH at 36.5 in. MAP for all flight conditions except hover. If richer mixture required to maintain E.G.T. levels below 1650 degrees F practice autorotations are prohibited.

Placards: (Page FM-2-7) Add placard in view of pilot, "Lean to 130 PPH at 36.5 in. MAP in flight—see revised RPM".

Normal Procedures: F-28C normal engine starting procedure (Page FM-3-1). Add step 22 below. 280C engine starting procedures, hot condition (Page FM-3-2). Add step 14 below. 280C hot engine restarting procedure (Page FM-3-3, Report No. 28-AC-016). Add step 15 below.

Note engine idle RPM (with boost off) and turn fuel boost on. Any difference in RPM noted indicates leaky idle mixture plates (refer to Enstrom Service Letter No. 0069). Slowly lean engine with mixture control short of cutoff position. An increase of 50

RPM indicates idle mixture improperly set (refer to Enstrom Service Letter No. 0069).

F-28C and 280C engine warmup and ground check (Page FM-3-3). Change step 3 to below (no change required in Report No. 28-AC-016).

3. Check the magnetos using the following procedure:

(A) At flat collective pitch and 2900 RPM allow the E.G.T. to stabilize, with mixture in full rich position.

(B) Set the E.G.T. gauge cursor red needle to the stabilized indicated temperature. (This will be a reference temperature during the mag test.)

(C) Switch from both mags position to left mag position and note RPM drop and E.G.T. rise for five seconds. The maximum allowable RPM drop is 125 RPM. The maximum allowable E.G.T. rise is 100 degrees F.

(D) Return magneto switch to both allowing E.G.T. and RPM to stabilize and repeat check on the right mag position.

(E) The maximum permissible RPM differential between left and right magnetos is 50 RPM without engine roughness. A differential of greater than 50 RPM and or a drop in RPM greater than 125 RPM could indicate spark plug, spark plug lead wire, or magneto problems.

(F) An E.G.T. rise over 100 degrees F during operation on individual magneto indicates a magneto timing problem.

F28C and 280C flight information (Page FM-3-4). Add special instructions below.

SPECIAL INSTRUCTIONS FOR MIXTURE LEANING IN FLIGHT

(A) The mixture must be leaned to at least 130 PPH at 36.5 in. MAP. Do not exceed 1650 degrees F E.G.T.

(B) If mixture greater than 130 PPH is required to prevent exceeding E.G.T. of 1650 degrees F, practice autorotation/power chop are prohibited.

(C) With mixture leaned as prescribed in (A) above, practice autorotations/power reductions are to be performed as follows:

1. Close throttle smoothly all the way to the closed position and hold on the stop, or 2. Smoothly split needles and maintain engine RPM at 2000 or above.

3. Do not try to maintain throttle at intermediate positions between fully closed and 2000 engine RPM as this may cause inadvertent engine stoppage due to improper idle/mixture settings or faulty fuel servo.

F28C and 280C engine cooling and shutdown procedure (FM-3-5) add:

5A. Note engine idle RPM (with boost off) and turn fuel boost on. Any difference in engine RPM noted indicates leaky idle mixture plates (refer to Enstrom Service Letter No. 0069). Slowly lean engine with mixture control short of cutoff position. An increase of 50 RPM indicates the idle mixture is improperly set (refer to Enstrom Service Letter No. 0069).

The manufacturer's specifications and procedures identified in this directive are incorporated herein and made part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by the directive who have not already received these documents from the manufacturer, may obtain copies upon request to Enstrom Helicopter Corporation, Menominee County Airport, P.O. Box 277, Menominee, Mich. 49858. These documents may also be examined at the Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, Ill. 60018, and at FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20591. A historical file on this airworthiness directive which includes incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and the Great Lakes Region.

This supersedes the AD issued by airmail letter dated September 30, 1977, as amended by airmail letter dated October 25, 1977.

This amendment becomes effective December 21, 1977, and was effective for all recipients of the airmail letter dated November 7, 1977, upon receipt thereof.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Des Plaines, Ill. on December 2, 1977.

JOHN M. CYROCKI,
Director, Great Lakes Region.

NOTE.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on June 19, 1967.

[FR Doc.77-35632 Filed 12-14-77;8:45 am]

[4910-13]

[Docket No. 76-GL-21, Amdt. 39-3097]

PART 39—AIRWORTHINESS DIRECTIVES

Hartzell Compact Series Propellers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment comprising a new airworthiness directive (AD) was adopted effective immediately on November 10, 1977, and concurrently copies were airmailed to all known operators of Hartzell Compact Series Propellers. The AD revises the compliance schedule outline in paragraph (a) and clarifies and eliminates redundancy in the propeller model designations referred to throughout the AD. It was prompted by numerous requests for exemptions from operators unable to obtain timely propeller modification service. A calendar date was added to the compliance requirement of paragraph (c)(2)(i) which considers the chronological effects of exposure on fatigue cracking.

DATES: Effective December 21, 1977, and was effective for all recipients of the airmail letter dated November 10, 1977, upon receipt thereof.

Compliance schedule.—As prescribed in the body of the AD.

FOR FURTHER INFORMATION CONTACT:

Marvin J. Walker, Engineering and Manufacturing Branch, Flight Standards Division, AGL-214, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Ill. 60018, telephone 312-694-4500, extension 308.

SUPPLEMENTARY INFORMATION: The purpose of the airworthiness direc-

tive as amended is to detect and prevent the occurrence of fatigue fractures in the blade retention area of Hartzell Compact Series Propellers with Y-shank propeller blades. Since the issuance of Amendment 39-3018, 42 FR 42191, AD 77-12-06 it was found that due to the temporary inability of propeller repair stations to provide timely service, a hardship was being imposed on the public. Additional service data was solicited, which showed that compliance requirements could be eased for some model propellers without compromising safety. A terminal calendar date was added to the compliance requirement of paragraph (c)(2)(i) to limit corrosion fatigue effects of exposure. This is consistent with past practice and with other parts of the AD. Accordingly, the FAA determined that it was in the public interest to amend the AD. An airworthiness directive was therefore adopted on November 10, 1977, superseding Amendment 39-3018 and made effective immediately upon receipt by operators of Hartzell Model ()HC-()Y() Compact Series Propellers.

Since immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately to all known United States operators of Hartzell Model ()HC-()Y() Propellers by individual airmail letters dated November 10, 1977. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulation to make it effective as to all persons.

In accordance with Departmental Regulatory Reform, dated March 23, 1976, we have determined that the expected impact of this final rule is so minimal that it does not warrant an evaluation.

DRAFTING INFORMATION

The principal authors of this document are M. J. Walker, Flight Standards Division, Great Lakes Region, and J. McLaughlin, Office of the Regional Counsel, Great Lakes Region.

ADOPTION OF THE AMENDMENT

Accordingly, and pursuant to the authority delegated to me by the Administrator, § 39.13 of the Federal Aviation Regulations (14 CFR 39.13), Amendment 39-3018, 42 FR 42191 is amended by accomplishing the following changes:

Delete "HC-()Y()" and " from first paragraph, second line.

Insert the following note after the first paragraph:

NOTE.—Parentheses preceding or following hub or blade model designations are used herein to accommodate variations of those models. A parenthesis can indicate either the presence or absence of additional letters or numbers.

Paragraph (a) Title—Change to read as follows:

(a) Models ()HC-()Y() Compact Series "Y" Shank Propellers.

Paragraph (a) (1)—Change to read as follows:

(1) All propellers not specified in paragraph (b), (c), or (d) of this AD, remove, inspect and rework or replace if necessary in accordance with Hartzell Bulletin 118A dated February 15, 1977, or later FAA approved revision(s) prior to accumulating those time intervals (hours or years, whichever occurs first) since new or last complete overhaul specified in Hartzell Service Letter 61B (Overhaul Periods for Hartzell Propellers) dated September 10, 1976, or later FAA approved revision(s). If such time intervals have been exceeded or are unknown, compliance is required within the next 500 hours after June 24, 1977, or prior to June 24, 1979, whichever occurs first. Reinspect and, if necessary, rework in accordance with Hartzell Bulletin 118A at intervals specified in Hartzell Service Letter 61B, or later FAA approved revision(s).

Paragraph (b)—Change "effective date of this AD" to "June 24, 1977."

Paragraph (c) Title—Change to read as follows and add note:

(c) Propeller Models ()HC-C2YK-() () / () 766A-() Installed on Undamped Lycoming O-360 or IO-360 Series Only.

NOTE.—Models carrying "G" hub suffix designation are excluded from this paragraph and covered by paragraph (a).

Paragraph (c) (1)—Change to read as follows:

(1) Propellers which have not been inspected and reworked as specified by AD 75-07-05, installed on, but not limited to Pitts S-2A, Piper PA28-180 (STC SA2213WE), PA28R-180, PA28R-200, and Mooney M20() series aircraft; remove, inspect and rework or replace if necessary in accordance with Hartzell Bulletin 118A within the next 100 hours after June 24, 1977, or by June 24, 1978, whichever occurs first. Reinspect and, if necessary, rework in accordance with Hartzell Bulletin 118A at intervals specified in Hartzell Service Letter 61B, or later FAA approved revision(s).

Paragraph (c) (2) (i)—Change to read as follows:

(i) As of June 24, 1977, propellers with less than 500 hours time in service since last inspection and rework in accordance with AD 75-07-05, remove, inspect, and rework, or replace if necessary in accordance with Hartzell Bulletin 118A or later FAA approved revision(s) prior to the accumulation of 600 hours time in service since last compliance with AD 75-07-05 or by June 24, 1979, whichever occurs first.

Paragraph (c) (2) (ii)—Change to read as follows:

(ii) As of June 24, 1977, propellers with 500 or more hours in service, or whose time in service is unknown since last inspection and rework in accordance with AD 75-07-05, remove, inspect, and rework, or replace if necessary in accordance with Hartzell Bulletin 118A or later FAA approved revision(s) within the next 100 hours or by June 24, 1978, whichever occurs first.

Paragraph (c) (3)—Change to read as follows:

(3) Propellers installed on aircraft with (undamped) 200 h.p. Lycoming IO-360 series engines, including but not limited to Mooney M20E and F and Piper PA-28R-200 type normal category aircraft and Pitts S-1T and S-2A acrobatic aircraft, accomplish the following within the next 100 hours time in service after June 24, 1977:

Paragraph (d) Title—Change to read as follows:

Propeller Models ()HC-C2YK-() () / () 8475-() or () 8477-() () ()

Paragraph (d) (1)—Change to read as follows:

(1) Propellers installed on, but not limited to Piper PA-32-260, PA-32-300 and Sial Marchetti 208, which have not been inspected and reworked as specified in AD 74-15-02, accomplish the following within the next 50 hours in service after June 24, 1977:

Paragraph (d) (2)—Change and add subparagraphs to read as follows:

(2) (i) Propeller Models ()HC-C2YK () () / () 8475-() () or () 8477-() () used on but not limited to Aero Commander 200B and 200D, Mooney M22, Britten-Norman BN-2, BN-2A, and BN-2A-6, Bellanca 17-31, Embraer EMB-200A, Piper PA-32-260 and PA-32-300 and Sial Marchetti S-208 series aircraft with less than 1000 hours total time in service as of June 24, 1977, remove, inspect and rework or replace if necessary in accordance with Hartzell Bulletin 118A or later FAA approved revision(s) prior to the accumulation of 1300 hours or by June 24, 1978, whichever occurs first.

(2) (ii) Propeller Models ()HC-C2YK() () / () 8475-() () or () 8477-() () with 1000 or more hours total time in service, or whose time in service is unknown as of June 24, 1977, remove, inspect and rework, or replace if necessary in accordance with Hartzell Bulletin 118A or later FAA approved revision(s) within the next 300 hours after June 24, 1977, or by June 24, 1978, whichever occurs first.

(2) (iii) Reinspect and if necessary rework propellers under preceding paragraphs (d) (2) (i) and (d) (2) (ii) in accordance with Hartzell Service Letter 61B or later FAA approved revision(s).

The manufacturer's specifications and procedures identified in this directive are incorporated herein and made part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by the directive who have not already received these documents from the manufacturer, may obtain copies upon request to Hartzell Propeller, Inc., 350 Washington Avenue, Piqua, Ohio 45356. These documents may also be examined at the Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, Ill. 60018, and at FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20591.

A historical file on this airworthiness directive which includes incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and the Great Lakes Region.

This amendment becomes effective December 21, 1977, and was effective for all recipients of the airmail letter dated November 10, 1977, upon receipt thereof.

This supersedes Amendment 39-1049 (35 FR 12325), AD 70-16-03, as amended by Amendment 39-1341; Amendment 39-1637 (38 FR 12325), AD 73-10-03; Amendment 39-1896 (39 FR 25644), AD 74-15-02; and Amendment 39-2136 (49 FR 12772), AD 75-07-05, as amended by Amendment 39-2216. Amendment 39-2922 became effective June 24, 1977. Amendment 39-3018 became effective August 26, 1977.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 1.89).

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement

under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Des Plaines, Ill. on December 5, 1977.

JOHN M. CYROCKI,
Director,
Great Lakes Region.

NOTE.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on June 19, 1967.

[FR Doc.77-35633 Filed 12-14-77;8:45 am]

[4910-13]

[Airspace Docket No. 77-SW-45]

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

Alteration of Federal Airways

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment alters several airways in the San Antonio, Tex., area as a result of an extensive evaluation of the present and future requirements for airways in this area. Alteration of segments of V-17, V-68, V-161, V-163, V-198, V-222 and V-358 will assist in improving air traffic control by reducing congestion.

EFFECTIVE DATE: January 26, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Everett L. McKisson, Airspace Regulations Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591; telephone: 202-426-3715.

SUPPLEMENTARY INFORMATION:

HISTORY

On October 20, 1977, the FAA published for comment a proposal to alter several airways in the San Antonio, Tex., area (42 FR 55898). Interested persons were invited to participate in the rule making proceeding by submitting written comments on the proposal to the FAA. Five comments were received in response to the NPRM, three of which posed no objection to the proposal. Section 71.123 was published in the FEDERAL REGISTER on January 3, 1977 (42 FR 307) and amended (42 FR 41112, 42 FR 55863).

THE RULE

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) alters segments of V-17, V-68, V-161, V-163, V-198, V-222 and V-358 in the vicinity of San Antonio, Tex. This action will help to expedite the flow of traffic and reduce communication requirements in that area.

DISCUSSION OF COMMENTS

Five comments were received in response to the notice. No objections were voiced by three aeronautical industry associations. The Air Force and Army objected to the penetration of Hood MOA by segments of V-358 and V-163. Their specific objections and FAA responses were that penetration of the MOA by the two airways would:

a. Impact on military plans for significant increase in joint activity to enhance training realism and effectiveness of air to ground forces and saturate Gray Approach Control as military activities increase. FAA response—Military plans for significant increases in activity at Fort Hood should be coordinated with the FAA prior to activation. This will allow the FAA to accommodate these activities to the maximum extent possible.

b. Periodically create greater difficulties in airspace management during joint exercises at Fort Hood. FAA response—Joint exercises requiring special air traffic control efforts are frequently conducted at various locations. Such exercises are accommodated through procedures developed at joint planning conferences. A joint exercise at Fort Hood requiring special air traffic control consideration would be handled the same way.

c. Induce transit of the MOA by an undetermined number of VFR aircraft. FAA response—VFR aircraft may freely transit or operate within a MOA without restriction or communications requirement. The presence or absence of an airway through a MOA has no bearing on the activity of VFR aircraft. As a practical matter, it does not appear that the establishment of V-358 should attract VFR aircraft. The largest population centers in this portion of Texas are San Antonio, Austin, Waco and Dallas/Fort Worth. The most logical and shortest routing connecting these centers is east of the Hood MOA via the long established V-17 airway.

d. The Army further objected by expressing concern over radio failure of nonparticipating aircraft transiting the MOA via the airways, and the detrimental public relations effect generated by nonparticipating pilots being denied use of the airways for a less desirable routing. FAA response—It is remotely conceivable that an IFR aircraft could experience radio failure prior to being cleared around or over the MOA, thereby causing the military to vacate a portion of the MOA. However, the instances of IFR flights experiencing radio failure is such that the potential interference of military use of Hood MOA as a result of radio failure is negligible. It appears that the objection based on detrimental public relations is unfounded. Prior to December 1, 1977, neither the Hood MOA nor the two airway segments (V-358 and V-163) existed in this area. After January 26, 1978, the MOA and airway segments both will exist. Routing via airways is considered as a desirable routing,

and direct routing off airways is considered as a less desirable routing. Prior to December 1, 1977, no airways existed in this area and only direct or less desirable routings could be assigned. After January 26, 1978, desirable routings via the airways can always be assigned above 10,000 feet MSL and can frequently be assigned at lower altitudes when the MOA is not in use. Therefore, public relations based on routing assignment should be improved by the designation of these airway segments.

DRAFTING INFORMATION

The principal authors of this document are Mr. Everett L. McKisson, Air Traffic Service, and Mr. Jack P. Zimmerman, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, § 71.123 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (42 FR 307) and amended (42 FR 41112, 55863) is further amended, effective 0901 GMT, January 26, 1978, as follows:

1. In V-17 all between "Laredo, Tex.;" and "Waco, Tex.;" is deleted and "Cotulla, Tex.;" is substituted therefor. INT Cotulla 047° and San Antonio, Tex., 198° radials; San Antonio, including an east alternate via INT Cotulla 047° and San Antonio 183° radials; INT San Antonio 042° and Austin, Tex., 229° radials; Austin, including an east alternate via the INT of San Antonio 052° and Austin 211° radials, and also including a west alternate via the INT of San Antonio 027° and Austin 244° radials;" is substituted therefor.

2. In V-68 "San Antonio 290° radials." is deleted and San Antonio 290° radials; INT San Antonio 064° and Industry, Tex., 267° radials; Industry; INT Industry 101° and Hobby, Tex., 290° radials to Hobby." is substituted therefor.

3. In V-161 "From Bridgeport, Tex., via" is deleted and "From Llano, Tex., via INT Llano 025° and Millsap, Tex., 193° radials; Millsap; Bridgeport, Tex.;" is substituted therefor.

4. In V-163 all between "Corpus Christi;" and "Ardmore, Okla.;" is deleted and "Three Rivers, Tex., including a west alternate via INT Corpus Christi 296° and Three Rivers 165° radials; INT Three Rivers 345° and San Antonio 168° radials; San Antonio, including a west alternate via INT Three Rivers 326° and San Antonio 183° radials; Lampasas, Tex.; Acton, Tex., including a west alternate from San Antonio to Acton via Stonewall, Tex., Llano, Tex., and INT Llano 025° and Acton 215° radials; Bridgeport, Tex.;" is substituted therefor.

5. In V-198 "Eagle Lake, Tex.;" is deleted and "Eagle Lake, Tex., including a north alternate from Junction to Eagle Lake via Stonewall, Tex., and INT Stonewall 112° and Eagle Lake 270° radials;" is substituted therefor.

6. In V-222 all between "Junction, Tex.;" and "Industry;" is deleted and "Stonewall, Tex.; INT Stonewall 112° and Industry, Tex., 267° radials;" is substituted therefor.

7. In V-358 "From Waco, Tex., via" is deleted and "From San Antonio, Tex., via Stonewall, Tex.; Lampasas, Tex.; INT Lampasas 041° and Waco 248° radials; Waco, Tex.;" is substituted therefor. (Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69.)