Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications and Training, Cl-750 (54-60). These documents also may be examined at FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington or Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

This Amendment becomes effective February 7, 1983.

(Sec. 313(a), 601, and 603 of the 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 FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATON CONTACT."

Issued in Seattle, Washington on January 17, 1983.

Charles R. Foster,

Director, Northwest Mountain Region.

[FR Doc. 83-3124 Filed 2-4-83; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR 39

[Docket No. 82-NM-124-AD; Amdt. 39-4544]

Airworthiness Directives: McDonnell Douglas Model DC-8-70 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adds a new Airworthiness Directive (AD) which requires replacement of all engine exhaust nozzle plug splice attachment screws on McDonnell Douglas Model DC-8-70 series airplanes. One incident has been reported of the separation of the exhaust plug from the airplane in flight. This action is necessary to prevent similar incidents.

DATES: Effective date February 7, 1983. Compliance schedule as prescribed in the body of the AD, unless already accomplished.

ADDRESSES: The applicable service information may be obtained from: McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications and Training, Cl-750 (54-60). This information also may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or 4344 Donald Douglas Drive, Long Beach, California.

FOR FURTHER INFORMATION CONTACT: Stephen Kolb, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Northwest Mountain Region, Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California 90808, telephone (213) 548-2835.

SUPPLEMENTARY INFORMATION: Twelve instances of loose or missing attachment screws of the exhaust nozzle plug splice joint have been reported. In one incident the exhaust nozzle plug separated from an engine in flight. Investigation revealed that a tolerance buildup can result at the splice joint and could cause the shanks of the attachment screws to bottom out prior to clamp up. Installation of shorter grip length screws will minimize the potential for exhaust plug separation. A hazard exists if a plug separation should occur over a populated area.

Since this situation is likely to exist or develop on other airplanes of the same type design, this AD requires replacement of the exhaust plug splice joint attachment screws.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable, and good cause exists for making this amendment effective in less than 30 days.

List of Subjects in 14 CFR Part 39

Aviation safety, Aircraft.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive:

McDonnell Douglas: Applies to McDonnell Douglas Model DC-8-70 series airplanes, certificated in all categories. Compliance required as indicated, unless previously accomplished.

To prevent separation of the exhaust nozzle plug, accomplish the following within 300 flight hours after the effective date of this AD:

A. Replace all NAS560XK4-5 screws with NAS560XK4-4 screws and check for running torque at the exhaust plug splice in accordance with McDonnell Douglas DC-8-70 Alert Service Bulletin A78-107, dated November 30, 1982, or later revisions approved by the Manager, Los Angeles, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

B. Replace all nut plates not meeting the minimum run down torque of five-inch pounds.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

D. Alternate means of compliance which provide an equivalent level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA, Northwest Mountain Region.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Director, Publications and Training, Cl-750-54-60). These documents also may be examined at the FAA, Northwest Mountain Region, 17900 Pacific Highway South, Seattle, Washington, or Los Angeles Aircraft Certification Office, 4344 Donald Douglas Drive, Long Beach, California.

This amendment becomes effective February 7, 1983.

(Sec. 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 FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 11034; February 26, 1979). If this action is subsequently determined to involve a significant/major

regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, and evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATION CONTACT."

Issued in Seattle, Washington on January 17, 1983.

Charles R. Foster,

Director, Northwest Mountain Region.

[FR Doc. 83-3123 Filed 2-4-83; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 82-ASO-10]

Alteration and Designation of Control Zone and Transition Area, Fort Myers, Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment alters the Fort Myers, Florida, control zone and transition area by lowering the base of controlled airspace southeast of Page Field. A new airport, Southwest Florida Regional Airport, has been established approximately eight miles southeast of Page Field and is scheduled to become operational on May 1, 1983. Conduct of aeronautical activities at the new airport necessitates the designation of additional controlled airspace for containment of Instrument Flight Rule (IFR) operations.

EFFECTIVE DATE: 0901 G.M.T., April 14, 1983.

FOR FURTHER INFORMATION CONTACT: Donald Ross, Airspace and Procedures Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone: (404) 763-7646

SUPPLEMENTARY INFORMATION:

History

On Thursday, April 1, 1982, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by increasing the size of the Fort Myers control zone and transition area to provide controlled airspace for containment of IFR operations at the new Southwest Florida Regional Airport (47 FR 13834). In order to provide the maximum level of safety, designated airspace protection to the surface is required to contain IFR operations in the vicinity of the new airport.

Subsequent to publication of the proposal, the FAA decided that two separate control zones, one to serve each airport, would provide for a more efficient utilization of airspace. Accordingly, rather than include the new airport within the Page Field control zone as originally proposed, a new control zone will be established around Southwest Florida Regional Airport. This action will not result in the designation of airspace in addition to that proposed in the original notice.

This modification to the original proposal will slightly increase the radio communications burden on pilots operating in the vicinity of Fort Myers. In addition to having to be cognizant of their aircrafts' positions with respect to two control zones, pilots must be aware that there are two air traffic control towers with which they may be required to communicate. This situation is not uncommon in many metropolitan areas throughout the nation and cannot be avoided in most instances where there are two or more controlled airports located near each other.

The slightly increased communications workload imposed on pilots by this modification is not so significant that republication of this airspace action is considered necessary. The opening of the new airport, with the resultant benefits to the aeronautical public, outweighs the minor inconvenience incurred by the establishment of two control zones rather than one.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. All comments received in response to the original publication were favorable.

Sections 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations were republished in Advisory Circular AC 70-3A dated January 3, 1983.

Rule

This amendment to Part 71 of the Federal Aviation Regulations increases the size of the Fort Myers transition area, designates the Fort Myers Southwest Regional Airport control zone and alters the description of the Fort Myers Page Field control zone to preclude an overlap of the new control zone.

List of Subjects in 14 CFR Part 71

Aviation safety, Airspace, Control zone, Transition area.

Adoption of the Amendment

PART 71—[AMENDED]

§71.181 [Amended]

Accordingly, pursuant to the authority delegated to me, §71.171 and §71.181 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) (as amended) are further amended, effective 0901 G.m.t., April 14, 1983, as follows:

Fort Myers Page Field, FL [Revised]

By amending 71.171 in the description of the Fort Myers, FL control zone by adding the following words to the end of the present text, ". . . Excluding that portion that coincides with Fort Myers Southwest Florida Regional Airport . . .".

Fort Myers Page Field, FL [Revised]

By amending 71.181 in the description of the Fort Myers, FL transition area by deleting the words, ". . . northeast of the VORTAC . . ." and substituting for them the words ". . . northeast of the VORTAC; within an 8.5-mile radius of Southwest Florida Regional Airport (Lat. 26°32'10"N., Long. 81°45'18"W.) . . .".

Fort Myers Southwest Florida Regional Airport, FL [New]

By amending 71.171 by adding the following, ". . . Within a 5-mile radius of Southwest Florida Regional Airport (Lat. 26°32'10"N., Long. 81°45'18"W.); excluding that portion which lies 3.5 miles north of and parallel to the extended centerline of Runway 6/24. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory . . .".

(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)

Note.—The FAA has determined that this regulation 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 "major rule" under Executive Order 12291; (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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in East Point, Georgia, on January 24, 1983.

George R. LaCaille,

Acting Director, Southern Region.

[FR Doc. 83-3122 Filed 2-4-83; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 82-ASO-54]

Alteration of Terminal Control Area, Miami, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action alters the Miami, FL, Terminal Control Area (TCA) by raising the floor of the TCA from 1,500 feet mean sea level (MSL) to 2,000 feet MSL in an area west of the Opa Locka Airport. This action reduces the size of the Miami TCA which will allow aircraft conducting the Opa Locka ILS Runway 9L approach to avoid TCA airspace and thus be relieved of Federal aviation regulation (FAR) Part 91.90(a) requirements.

EFFECTIVE DATE: March 17, 1983.

FOR FURTHER INFORMATION CONTACT: Bill Hill, Airspace Regulations and Obstructions 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) 426-8783.

SUPPLEMENTARY INFORMATION:

History

On November 4, 1982 (47 FR 49979), the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to alter the Miami TCA by raising the floor of the TCA from 1,500 feet MSL to 2,000 feet MSL in an area west of the Opa Locka Airport. The original configuration of the Miami TCA required aircraft conducting an ILS approach to the Opa Locka Airport to briefly penetrate the TCA. They were also subject to operating and equipment rules for operation in a Group I TCA specified in § 91.90(a) of Part 91 of the Federal Aviation Regulations. This action will raise the floor of the TCA in the affected area which will allow aircraft executing the Opa Locka ILS approach to avoid the Miami TCA. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Section 71.401 of Part 71 of the Federal Aviation Regulations was republished in Advisory Circular AC 70-3A dated January 3, 1983.

Rule

This amendment to Part 71 of the Federal Aviation Regulations amends the description of the Miami TCA by redefining the boundaries of Areas A and B and adding a new Area H.

List of Subjects in 14 CFR Part 71

Terminal control areas.

Adoption of Amendment

Accordingly, pursuant to the authority delegated to me, § 71.401 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) is amended, effective 0901 G.m.t., March 17, 1983, as follows:

By revising the descriptions of Areas A and B and adding Area H to the Miami, FL, TCA as follows:

Miami, FL, TCA [Amended]

Primary Airport

Miami International Airport (lat. 25°47'34"N., Long. 80°17'10"W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of the Miami International Airport, excluding that airspace that is north of lat. 25°52'02"N., (N.W. 103rd Street/49th Street in the City of Hialeah), and within and underlying Area F described hereinafter.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of Miami International Airport, excluding that airspace that is north of 1at. 25°52'02"N., that airspace south of Biscayne Bay VORTAC (lat. 25°40'17"N., long. 80°10'40"W.) 090° and 270° radials, Area A previously described, and within and underlying Areas C and F described hereinafter.

Area H. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL bounded on the northeast by the Miami VORTAC 130° radial, on the south by lat. 25°52'02"N., and on the northwest by a 10-mile radius arc of the Miami International Airport

(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 1169.)

Note.— The FAA has determined that this regulation 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 "major rule" under Executive Order 12291; (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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on February 2, 1983.

L. Lane Speck,

Acting Director, Air Traffic Service.

[FR Doc. 83-3222 Filed 2-4-83; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 23515; Amdt. No. 1235]

Air Traffic and General Operating Rules; Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATE: An effective date for each SIAP is specified in the amendatory provisions.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, D.C. 20591;
2. The FAA Regional Office of the region in which the affected airport is located; or
3. The Flight Inspection Field Office which originated the SIAP.

For Purchase—

Individual SIAP copies may be obtained from:

1. FAA Public Information Center (APA-430), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, D.C. 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendant of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

FOR FURTHER INFORMATION CONTACT: Donald K. Funai, Flight Procedures and Airspace Branch (AFO-730), Aircraft Programs Division, Office of Flight