

PW ASB No. A6202, dated February 20, 1995.

(2) Remove from service CCOC's that exhibit cracking in accordance with Section 2.B of PW ASB No. A6202, dated February 20, 1995.

(d) Compliance with paragraph (c) of this AD is an acceptable alternative to performing the borescope inspection required by paragraph (a) or (b) of this AD, as applicable.

(e) For the purpose of this AD, accessibility of the CCOC is defined as separation of the "J" and "K" flanges and removal of the outer split fan ducts.

(f) 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. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

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

(g) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(h) The inspections of the CCOC shall be done in accordance with the following service document:

Document No.	Pages	Date
PW ASB No. A6202. Total pages: 11.	1-11	Feb. 20, 1995.

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 Pratt & Whitney, 400 Main St, East Hartford, CT 06108. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief 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.

(i) This amendment becomes effective on May 9, 1995.

Issued in Burlington, Massachusetts, on April 11, 1995.

James C. Jones,

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

[FR Doc. 95-9471 Filed 4-21-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 94-AGL-36]

Modification of Class D Airspace Areas; Detroit, MI, and Alton, IL

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D airspace area at Willow Run Airport, Detroit, MI, and St. Louis Regional Airport, Alton, IL. The Class D airspace area at Willow Run Airport, Detroit, MI, will be modified by lowering the vertical limit of the Class D airspace area up to but not including the base altitude of the overlying Detroit, MI, Class B airspace area. The Class D airspace area description at St. Louis Regional Airport, Alton, IL, will be modified by excluding that airspace within the Lambert-St. Louis International Airport, MO, Class B airspace area. Airspace reclassification has necessitated new guidelines for depicting and describing Class D airspace areas that underlie Class B airspace areas. The intended effect is to eliminate pilot confusion by modifying the controlled airspace areas at Willow Run Airport, Detroit, MI, and St. Louis Regional Airport, Alton, IL.

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT: Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On January 6, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class D airspace area at Willow Run Airport, Detroit, MI, and St. Louis Regional Airport, Alton, IL (60 FR 2043). No comment objecting to the proposal were received.

The coordinates for this airspace docket as based on North American Datum 83. Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations modifies the Class D airspace areas at Willow

Run Airport, Detroit, MI, and St. Louis Regional Airport, Alton, IL. The Class D airspace area at Willow Run Airport, Detroit, MI, will be modified by lowering the vertical limited of the Class D airspace area up to not including the base altitude of the overlying Detroit, MI, Class B airspace area. The Class D airspace area description at St. Louis Regional Airport, Alton, IL, will be modified by excluding that airspace within the Lambert-St. Louis International Airport, MO, Class B airspace area. Airspace reclassification, effective September 16, 1993, has necessitated new guidelines for depicting and describing Class D airspace areas that underlie Class B airspace areas. The intended effect is to eliminate pilot confusion by modifying the controlled airspace areas at Willow Run Airport, Detroit, MI, and St. Louis Regional Airport, Alton, IL.

The FAA has determined that this regulation only involves an established body of technical regulations for the 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 effect 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.

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—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective