

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.*

[FR Doc. 00-20274 Filed 8-9-00; 8:45 am]

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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,

Renton, Washington 98055-4056;  
telephone number: (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

#### History

On May 25, 2000, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by modifying Class E airspace at Wenatchee, WA, to remove the Fancher Field airspace exclusion in the legal description for the Panghorn Memorial Airport, Wenatchee, WA (65 FR 33796). Fancher Field has been abandoned negating the requirement for its Class E2 airspace exclusion. This airspace modification would delete the airspace requirement for Fancher Field and correct the legal description for Wenatchee, WA. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

#### The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) modifies Class E airspace at Wenatchee, WA, by removing the Fancher Field airspace exclusion in the legal description for the Panghorn Memorial Airport, Wenatchee, WA. Fancher Field has been abandoned negating the requirement for its Class E2 airspace exclusion. This airspace modification deletes the airspace requirement for Fancher Field and corrects the legal description for Wenatchee, WA. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and promote safe flight operations at the Wenatchee Airport.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as surface areas, are published in Paragraph 6002, of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

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 "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 affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, 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 proposes to amend 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

##### ANM WA E2 Wenatchee, WA

Wenatchee, Panghorn Memorial Airport, WA (Lat. 47°23'55" N, long. 120°12'24" W)

Within a 4 mile radius of Panghorn Memorial Airport, and within 2.7 miles each side of the Wenatchee VOR/DME 124° radial extending from the 4-mile radius to 7 miles southeast of the VOR/DME.

\* \* \* \* \*

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

**Daniel A. Boyle,**

*Acting Manager, Air Traffic Division,  
Northwest Mountain Region.*

[FR Doc. 00-20273 Filed 8-9-00; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30150; Amdt. No. 2005]

#### 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 (SIAP's) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of 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.

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

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**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, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAP's, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:**  
Donald P. Pate, Flight Procedure