

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–200C, 747–200F, and 747–300 series airplanes; and Model 747SP and 747SR series airplanes; certificated in any category; having variable numbers listed in Table 1 of this AD or modified in accordance with Supplemental Type Certificate SA960GL or SA1080EA–D; excluding airplanes on which Boeing Service Bulletin 747–34–2294, dated May 25, 1989, or Boeing Service Bulletin 747–34–2296, dated July 1, 1989, has been accomplished.

TABLE 1.—CERTAIN APPLICABLE AIRPLANES BY VARIABLE NUMBERS

RA521–RA528 inclusive.
RA532–RA535 inclusive.
RA537–RA548 inclusive.
RA671–RA675 inclusive.
RA677.
RB071–RB075 inclusive.
RB601–RB607 inclusive.
RB681–RB685 inclusive.
RB687.
RB690–RB693 inclusive.
RB695–RB697 inclusive.
RB721–RB723 inclusive.
RD055.
RD082.
RD083.
RD221–RD227 inclusive.
RD231–RD235 inclusive.
RD301.
RD302.
RD381–RD383 inclusive.
RD461.
RD601–RD607 inclusive.
RD741.
RD781–RD783 inclusive.
RG173.
RG174.
RH101.
RH102.
RJ321.
RJ322.
RR024.
RR025.
RR261–RR263 inclusive.
RR264–RR267 inclusive.
RR361.
RR362.
RR451.
RR522.
RR526.
RR551–RR556 inclusive.
RR566.
RS001.
RS002.
RS211.
RS212.
RS221.
RS222.
RS232.
RS233.
RS235.
RS236.
RS237–RS241 inclusive.
RS251–RS259 inclusive.
RS263.

TABLE 1.—CERTAIN APPLICABLE AIRPLANES BY VARIABLE NUMBERS—Continued

RS265–RS268 inclusive.
RS292.
RS311–RS320 inclusive.
RS699.
RS701–RS703 inclusive.
RS711–RS713 inclusive.
RS731.
RS732.
RS741–RS743 inclusive.
RS771.
RS786.

Unsafe Condition

(d) This AD was prompted by reports of unexpected autopilot disconnects induced by the passing of another airplane within 1,000 feet below the airplane while they were operating in reduced vertical separation minimum (RVSM) airspace. The FAA is issuing this AD to prevent unexpected disconnect of the autopilot during operation in RVSM airspace due to close passage of another airplane, which may result in altitude deviation, and consequently, could lead to a possible mid-air collision or a near miss with aggressive evasive action (by either or both airplanes). Aggressive maneuvering at cruise altitudes and airspeeds could result in loss of control of the airplane and/or injury to passengers and crew.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual Revision

(f) Within 10 days after the effective date of this AD, revise the Limitations section of the Boeing 747 Airplane Flight Manual (AFM) to include the following statement. This may be done by inserting a copy of this AD in the AFM.

“Operation of the autopilot/flight director in command mode with Performance Management System (PMS) selected on the speed mode switch during cruise in Reduced Vertical Separation Minimum (RVSM) airspace is prohibited.

Use of PMS generated airspeeds and autopilot modes (e.g., IAS/Mach) with manually crew-entered airspeeds (via Mode Selector Panel) are allowed.”

Note 1: When a statement identical to that in paragraph (f) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Special Flight Permit

(g) Special flight permits (14 CFR 21.197 and 21.199) are not allowed.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on November 30, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–26792 Filed 12–6–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2004–19328; Airspace Docket No. 04–ACE–57]

Modification of Class E Airspace; Nebraska City, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule which revises Class E airspace at Nebraska City, NE.

DATES: *Effective Date:* 0901 UTC, January 20, 2005.

FOR FURTHER INFORMATION CONTACT: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE–520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2524.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 26, 2004 (69 FR 62403). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 20, 2005. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on November 26, 2004.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 04–26848 Filed 12–6–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-19326; Airspace
Docket No. 04-ACE-55]

**Modification of Class E Airspace;
Oberlin, KS**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of the direct final rule
which revises Class E airspace at
Oberlin, KS.

DATES: *Effective Date:* 0901 UTC,
January 20, 2005.

FOR FURTHER INFORMATION CONTACT:
Kathy Randolph, Air Traffic Division,
Airspace Branch, ACE-520C, DOT
Regional Headquarters Building, Federal
Aviation Administration, 901 Locust,
Kansas City, MO 64106; telephone:
(816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on October 26, 2004 (69 FR
62404). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
January 20, 2005. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on November
26, 2004.

Elizabeth S. Wallis,

*Acting Area Director, Western Flight Services
Operations.*

[FR Doc. 04-26849 Filed 12-6-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-19671; Airspace
Docket No. 04-AWA-07]

RIN 2120-AA66

**Modification of Control Areas 1143L
and 1146L**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the legal
descriptions of Control Areas 1143L and
1146L to remove references to the
Nantucket, MA, Nondirectional Beacon
(NDB), which has been taken out of
service and decommissioned by the
FAA. The legal descriptions are being
revised to use a geographical point
based on latitude/longitude coordinates
in place of the former NDB references.
This action will enhance safety by
removing references to a
decommissioned navigational aid from
controlled airspace descriptions.

EFFECTIVE DATES: 0901 UTC, March 17,
2005.

FOR FURTHER INFORMATION CONTACT: Paul
Gallant, Airspace and Rules, System
Operations and Safety, Federal Aviation
Administration, 800 Independence
Avenue, SW., Washington, DC 20591;
telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

Control areas are Class E airspace
areas that provide controlled airspace
(beyond 12 nautical miles from the coast
of the United States) where there is a
requirement to provide IFR en route air
traffic control (ATC) services and within
which the United States is applying
domestic ATC procedures. Control Areas
1143L and 1146L are located offshore to
the east of Cape Cod, Massachusetts.

On June 17, 2004, the FAA's New
England Regional Office requested that
action be taken to modify the legal
descriptions of Control Areas 1143L and
1146L to remove references to the
Nantucket, MA, NDB. The NDB has
been removed from service and
decommissioned by the FAA, therefore,
it can no longer be used in legal
descriptions.

The Rule

This action amends Title 14 Code of
Federal Regulations (14 CFR) part 71
(part 71) by revising the legal
descriptions of Control Areas 1143L and
1146L to remove references to the

Nantucket, MA, NDB which has been
removed from service. This
modification substitutes the latitude/
longitude coordinates of the former
geographic position of the Nantucket
NDB (lat. 40°16'07" N., long. 70°10'48"
W.) in place of all references to the NDB
in the two Control Area descriptions.
This modification, therefore, simply
changes the means of identifying points
in the legal descriptions without
altering the actual boundaries or
altitudes of control areas. Further, this
change will enhance safety by removing
from the descriptions a navigation aid
that is no longer available for pilots' use
in navigation.

Because this action is an
administrative change that does not
alter the existing boundaries or altitudes
of the Control Areas, and is needed for
safety reasons, I find that notice and
public procedure under 5 U.S.C. 553(b)
are impracticable and contrary to the
public interest.

Control Areas are published in
paragraph 6007, of FAA Order 7400.9M,
dated August 30, 2004, and effective
September 16, 2004, which is
incorporated by reference in 14 CFR
71.1. The Control Areas listed in this
document will 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. Therefore, this regulation: (1) is
not a "significant regulatory action"
under Executive Order 12866; (2) is not
a "significant rule" under Department of
Transportation (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.

Environmental Review

The FAA has determined that this
action qualifies for categorical exclusion
under the National Environmental
Policy Act in accordance with FAA
Order 1050.1E, Policies and Procedures
for Considering Environmental Impacts.
This airspace action is not expected to
cause any potentially significant
environmental impacts, and no
extraordinary circumstances exist that
warrant preparation of an
environmental assessment.