

List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421, 1423; 49 U.S.C. 106(g); and 14 CFR 11.49 and 21.16.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the General Electric Aircraft Engines Model(s) GE-90-75B/-85B/-76B turbofan engines:

(a) In lieu of the fan blade containment test with the fan blade failing at the point specified in § 33.94(a)(1), conduct the following:

(1) An engine fan blade containment test with the fan blade failing at the inner annulus flowpath line.

(2) The following must be shown by test and analyses, or other methods acceptable to the Administrator, that:

(i) The disk and fan blade retention system can withstand without failure a centrifugal load equal to two times the maximum load which the engine could experience within approved operating limitations, and

(ii) By a procedure approved by the Administrator, an operating limitation must be established which specifies the maximum allowable number of start-stop stress cycles for the fan blade retention system. The stress cycle shall include the combined effects of high cycle and low cycle fatigue. The fan blade retention system includes the portion of the fan blade from the inner annulus flowpath line inward to the blade dovetail, the blade retention components and the fan disk and fan blade attachment features.

(b) It must be shown that the probability of fan blade retention system failure, for any cause, during the service life of the engine to be extremely improbable.

(c) It must be shown by test or analysis that a lightning strike to the composite fan blade structure will not result in a hazardous condition, and that the engine will meet the requirements of § 33.75.

(d) The tests and analyses required by (a)(2)(i) and (a)(2)(ii) of these special conditions must account for the effects of in-service deterioration, manufacturing and material variations, and environmental effects.

Issued in Burlington, Massachusetts, on February 1, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 95-2928 Filed 2-2-95; 9:32 am]

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14 CFR Part 71

[Airspace Docket No. 94-AAL-4]

Realignment of G-8, G-10, G-12, R-99, B-27, B-37, V-308, and V-328; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action will extend Colored Federal Airways G-10 and R-99 and realign Colored Federal Airway B-37 as a result of the decommissioning of the Cape Spencer Marine Nondirectional Beacon (NDB); revise the descriptions of Colored Federal Airways G-8, G-12, and B-27; and, as a result of the decommissioning of the Quinhagak, AK, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), realign Federal Airway V-328 and remove a segment of V-308. In addition, this action will remove "via INT Campbell Lake NDB 032° and Skwentna, AK, NDB 111° bearings" from Colored Federal Airway G-8. These actions will enhance navigation and reduce both pilot and air traffic controller workload.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:**History**

On September 27, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to extend Colored Federal Airways G-10 and R-99 and realign Colored Federal Airway B-37 as a result of the decommissioning of the Quinhagak, AK, VOR/DME, realign Federal Airway V-328 and remove a segment of V-308 in Alaska (59 FR 49220).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes and the removal of "via INT Campbell Lake NDB 032° and Skwentna, AK, NDB 111° bearings" from Colored Federal Airway G-8, and a change to Federal Airway V-328 from "Dillingham, AK, to Kipnuk" to "INT

Dillingham 295° and Kipnuk, AK 099° radials, to Kipnuk," this amendment is the same as that proposed in the notice. Colored Federal Airways are published in paragraphs 6009(a), 6009(b) and 6009(d), respectively, and Alaskan VOR Federal airways are published in paragraph 6010(b), 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 Colored Federal airways and the Alaskan VOR Federal airways listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations extends Colored Federal Airways G-10, R-99, and realigns Colored Federal Airway B-37 as a result of the decommissioning of the Cape Spencer Marine NDB. Colored Federal Airways G-10 and R-99 will be extended and will include an extension of G-10 from Woody Island to Kachemak. King Salmon, AK, NDB was inadvertently used in the descriptions of Colored Federal Airways G-8 and G-12, and as a result of this rule, Saldo, AK, NDB will replace King Salmon, AK, NDB. King Salmon, AK, Locator Outer Marker in the description of B-27 will replace Saldo, AK, NDB. Finally, as a result of the Quinhagak, AK, VOR/DME being decommissioned, this action will remove that segment of V-308 between Quinhagak, AK, and Bethel, AK, and will realign V-328 between Dillingham, AK, and Kipnuk, AK.

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 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).