

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

LET Aeronautical Works: Docket No. 98-CE-120-AD.

Applicability: The following serial numbers of Model L33 SOLO sailplanes, certificated in any category:

930101 through 930205;
940310 through 940316;
950405 and 950406;
960407 and 960408; and
940206 through 940308;
950318 through 950401;
960402 through 960404;
960410

Note 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD.

The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent structural failure of the wing attachments caused by the current design configuration, which could result in the wing separating from the sailplane with consequent loss of control, accomplish the following:

(a) Upon accumulating 1,500 hours time-in-service (TIS) on each wing attachment or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, replace the main wing attachment and wing spar root pins and modify the corresponding area. Accomplish these actions in accordance with the WORK PROCEDURE section of Mandatory Bulletin Number L33/008a, dated January 20, 1998.

Note 2: When shipping the parts required to accomplish the actions of this AD, LET Aeronautical Works will also send a service technician to train or assist mechanics within the geographic locations of the Model L33 SOLO sailplane owners.

(b) As of the effective date of this AD, no person may install, on any of the affected sailplanes, main wing attachments or wing spar root pins without accomplishing the modification specified in paragraph (a) of this AD, in accordance with the WORK PROCEDURE section of Mandatory Bulletin Number L33/008a, dated January 20, 1998.

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

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to LET Mandatory Bulletin Number L33/008a, dated January 20, 1998 should be directed LET Aeronautical Works, 686 04 Kunovice, Czech Republic; telephone: +420 632 51 11 11; facsimile: +420 632 613 52. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 4: The subject of this AD is addressed in Czechoslovakian AD CCA-T-AD-1-024/98, dated March 23, 1998.

Issued in Kansas City, Missouri, on April 7, 1999.

Carolanne L. Cabrini,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-9252 Filed 4-13-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-363-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes Powered by Pratt & Whitney JT9D-7R4 Series Turbofan Engines or General Electric CF6-80A Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 767 series airplanes. This proposal would require modification of the engine thrust control cable installation; repetitive inspections to detect certain discrepancies of the cables, pulleys, pulley brackets, and

cable travel; and repair, if necessary. For certain airplanes, this proposal also would require replacement of certain pulleys with new pulleys, and re-rigging of the engine thrust control cable. This proposal is prompted by reports of engine thrust control cable failures. The actions specified by the proposed AD are intended to prevent such failures, which could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane.

DATES: Comments must be received by June 1, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-363-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Holly Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1357; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact

concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-363-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-363-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

In December 1985, the FAA received a report indicating that a Boeing Model 747-100 series airplane had experienced a thrust control 'B' cable failure following application of reverse thrust during landing. This failure caused engine number 1 to go full forward thrust with engine numbers 2, 3, and 4 in full reverse thrust. The airplane exited the runway and eventually slid to a stop with consequent hull damage.

In December 1992, a broken thrust control 'B' cable was found on a Boeing Model 767-200 series airplane following an uncommanded acceleration of the number two engine during engine start. The broken cable was located adjacent to the right-hand wing.

In April 1997, during a review of the certification plan for the Boeing Model 757-300 series airplane, Boeing informed the FAA that the thrust control cable installation on Boeing Model 757-200, -200PF, and -200CB series airplanes equipped with Rolls Royce engines, and on Model 767 series airplanes equipped with Pratt & Whitney Model JT9D-7R4 series engines and General Electric CF6-80A series turbofan engines, is similar to the thrust control cable installation on the Boeing Model 747-100 series airplane, and that a similar failure could result in subsequent runway departure.

The FAA has recently received a report of uncommanded advancement of the right thrust lever on a Boeing Model 757-200 series airplane during flight. Subsequently, the engine power began steadily increasing. In order to reduce the engine power, the flight crew set the lever to the idle stop position; however, the engine power continued to increase. The flight crew then used the cut-off lever to stop the engine as it approached

the maximum speed. After the airplane landed, a close visual inspection revealed that the thrust control cable had broken due to continuous chafing against the adjacent wire bundle that supplies power to the right window heater.

In addition, failure of a pulley could result in insufficient support or improper positioning of the thrust control cable and may lead to cable chafing on adjacent structure or airplane system components and subsequent failure of the thrust control cable. Such failure of a thrust control cable could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 767-76-0010,

Revision 1, dated February 20, 1992, which describes procedures for replacement of the two non-metallic pulleys of the thrust control cable that are located in the leading edge of the wing adjacent to the left and right engine strut with aluminum pulleys. The service bulletin also describes procedures for re-rigging of the thrust control cable after replacement of the pulleys.

Accomplishment of the actions specified in the service bulletin described previously, and the repetitive inspection mandated by this AD, is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require modification of the engine thrust control cable installation and repetitive inspections to detect certain discrepancies of the engine thrust control cables, pulleys, pulley brackets, and cable travel; and repair, if necessary. The actions would be required to be accomplished in accordance with the procedure included in Appendix 1 of this AD.

For certain airplanes, this proposed AD would require replacement of the non-metallic pulleys of the two thrust control cables that are located in the leading edge of the wing adjacent to the left and right engine strut with aluminum pulleys. The proposed AD also would require re-rigging of the thrust control cable after replacement of the pulleys. These actions would be required to be accomplished in

accordance with the service bulletin described previously.

Justification of Compliance Time

This proposed AD includes a procedure to inspect the engine thrust control cables, pulleys, pulley brackets, and cable travel, which is similar to the inspection for control cables contained in Chapter 20-20-02 of the Boeing 767 Maintenance Manual. The Boeing Maintenance Planning Document recommends that an inspection of the engine thrust control cables be conducted in accordance with Chapter 20-20-02 at every "2C" check. The FAA has no evidence that indicates that the Model 747, 757, and 767 series airplanes that experienced the thrust control cable failures were not adhering to those recommendations; therefore, the FAA has determined that the repetitive inspections of the thrust control cables, pulleys, pulley brackets, and cable travel must be done at every "C" check, which corresponds with 18 months or 4,500 flight hours, whichever occurs first.

Explanation of Inspection Procedure

The inspection procedure identified for the thrust control cables was derived from the Boeing 747, 757, and 767 Maintenance Manuals. The thrust control cable designs are similar among these airplane models. However, the damage tolerance criteria for replacement of the thrust control cables are more stringent for Model 757 than for the Model 767. Therefore, in recognition that the cable designs are similar and the fact that there is no readily apparent reason for the differences in damage tolerance criteria, the more stringent Model 757 requirements are stated in the thrust control cable procedure described in this proposed rule.

Cost Impact

There are approximately 211 airplanes of the affected design in the worldwide fleet. The FAA estimates that 100 airplanes of U.S. registry would be affected by this proposed AD.

For all airplanes (100 U.S.-registered airplanes), it would take approximately 3 work hours per airplane to accomplish the proposed inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be \$18,000, or \$180 per airplane, per inspection cycle.

For airplanes identified in Boeing Service Bulletin 767-76-0010, Revision 1 (52 U.S.-registered airplanes), it would take approximately 9 work hours per airplane to accomplish the proposed

replacement and re-rigging, at an average labor rate of \$60 per work hour. Required parts would cost \$484 per airplane. Based on these figures, the cost impact of the replacement and re-rigging proposed by this AD on U.S. operators is estimated to be \$53,248, or \$1,024 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Boeing: Docket 98-NM-363-AD.

Applicability: Model 767 series airplanes powered by Pratt & Whitney JT9D-7R4 series turbofan engines or General Electric CF6-80A series turbofan engines, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine thrust control cable failure, which could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane, accomplish the following:

(a) For all airplanes: Within 18 months or 4,500 flight hours after the effective date of this AD, whichever occurs first, accomplish the "Thrust Control Cable Inspection Procedure" specified in Appendix 1 (including figures 1 and 2) of this AD to verify the integrity of the thrust control cables. Prior to further flight, repair any discrepancy found in accordance with the procedures described in the Boeing 767 Maintenance Manual. Repeat the inspection thereafter at intervals not to exceed 18 months or 4,500 flight hours, whichever occurs first.

Appendix 1.—Thrust Control Cable Inspection Procedure

1. General

A. Use these procedures to verify the integrity of the thrust control cables. The procedures must be performed along the entire cable run for each engine.

B. The first task is an inspection of the control cable. The second task is an inspection of the control cable pulley. The third task is an inspection of the control cable pulley bracket. The fourth task is an inspection of control cable travel.

2. Inspection of the Control Cables

A. Clean the cables (if necessary) for the inspection, in accordance with 767 Maintenance Manual 12-21-31.

B. Examine the cables:

(1) To do a check for broken wires, rub a cloth along the length of the cable. The cloth catches broken wires.

(2) To aid in the visual inspection, remove the tension and bend the cable.

Broken wire ends frequently move apart from the cable surface. Use large bend radius to prevent kinks.

Note: Wires break most frequently where cables go through fairleads, seals, or around drums, quadrants, or pulleys. Examine these areas carefully, paying close attention to cable runs outside the pressurized areas. Use a flashlight and mirror to aid inspection in places that are difficult to access.

C. Replace the control cable when you find one of these conditions:

- (1) Two or more broken wires.
- (2) If one cable strand has worn wires where one wire cross section is decreased by 40 percent or more (see Figure 1).
- (3) For cables not in the pressurized area, replace a worn cable where you cannot identify the wire strands on the worn side.
- (4) A broken wire in the area that goes over a pulley, through a pressure seal, or through a fairlead.

Note: A cable assembly can have one broken wire if the broken wire is in a straight part of the cable assembly. The broken wire must not go over a pulley or through a pressure seal or fairlead. The cable must comply with the other specifications of this section.

- (5) A nick or cut.
- (6) Rust or corrosion.

D. Lubricate the cable (if you removed the lubricant), in accordance with 767 Maintenance Manual 12-21-31.

Note: Do not apply grease or corrosion preventative agents on corrosion resistant cables (CRES) because accumulation of grit increases the wear rate on CRES cables. CRES cables should not be lubricated.

3. Inspection of the Control Cable Pulley

A. Visually examine the pulleys for roughness, sharp edges, and unwanted material in the grooves.

B. Visually examine the pulley wear pattern (see Figure 2).

C. Do these steps at the same time to examine the pulley for wobble:

- (1) Push on the side of the pulley at the outer edge with a 2-pound force, perpendicular to control cable travel.
- (2) Make sure the movement of the outer edge is no more than:

- (a) 0.10 inch for 8-inch diameter pulleys
- (b) 0.09 inch for 6-inch diameter pulleys
- (c) 0.08 inch for 5-inch diameter pulleys
- (d) 0.07 inch for 4-inch diameter pulleys
- (e) 0.06 inch for 3-inch diameter pulleys

D. Make sure the pulley bearings have lubrication and turn smoothly.

E. Examine the pulley bolts for wear.

F. Replace the pulley when you find one of these conditions:

- (1) An unusual pulley wear pattern.
- (2) Too much pulley wobble.
- (3) The pulley does not turn freely and smoothly.

4. Inspection of the Control Cable Pulley Bracket

A. Examine the brackets and the support structure for cracks or other damage.

B. Replace or repair all brackets or structure that have damage.

5. Inspection of the Cable Travel

A. Make sure the cable guides and fairleads have no worn or broken parts and that the parts are aligned, clean, and attached correctly.

B. Make sure the deflection angle at each fairlead is not more than 3 degrees.

C. Visually examine the cable runs for incorrect routing or twists in the cable.

D. The minimum clearance between the cable and the adjacent structure shall be 0.20 inches. At pulley bracket locations, the minimum clearance is 0.10 inches for a 10 inch distance, beginning at the cable

breakpoint and extending along the cable run in both directions.

E. Make sure the cable moves freely through its full travel, and does not contact structure, wire bundles, or tubing.

BILLING CODE 4910-13-P

Figure 1

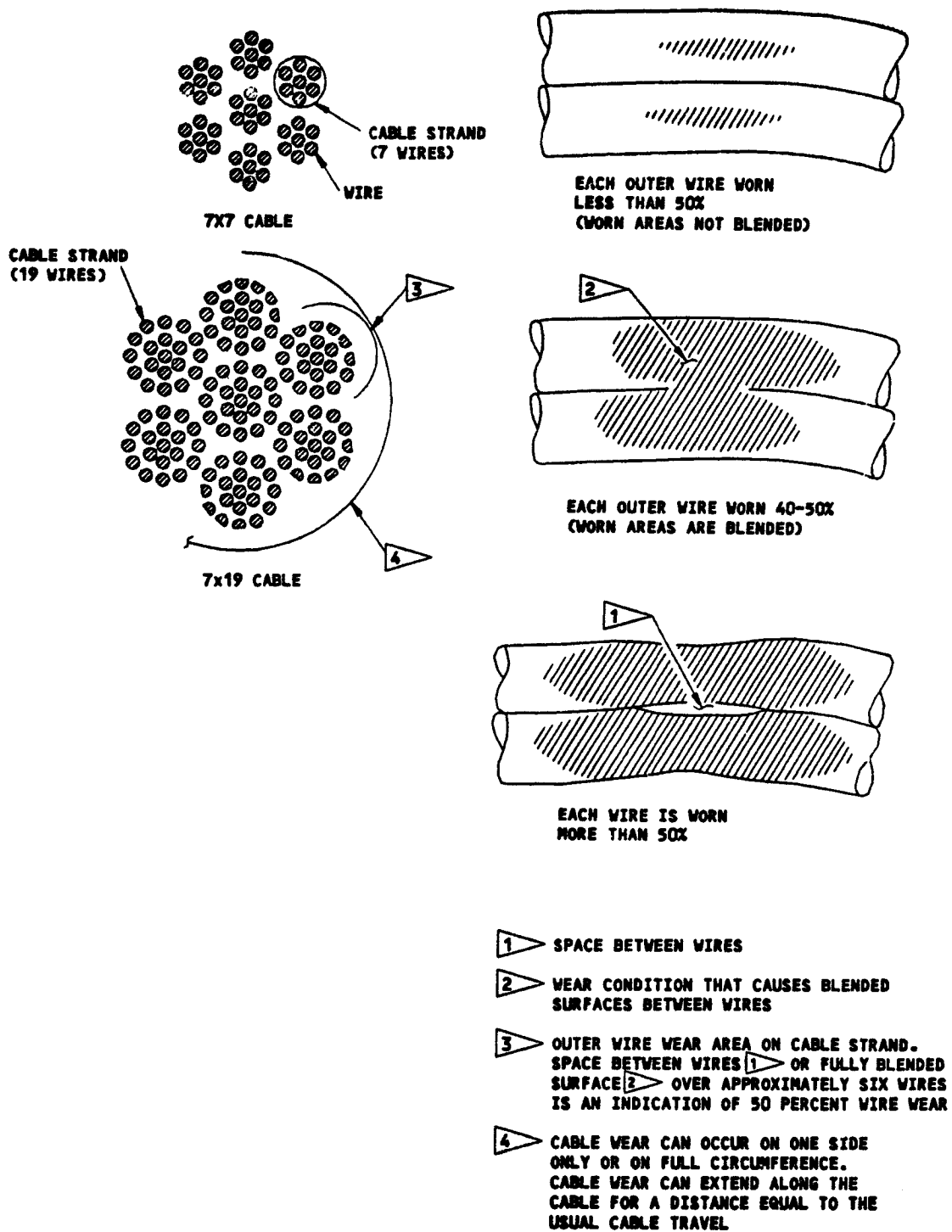
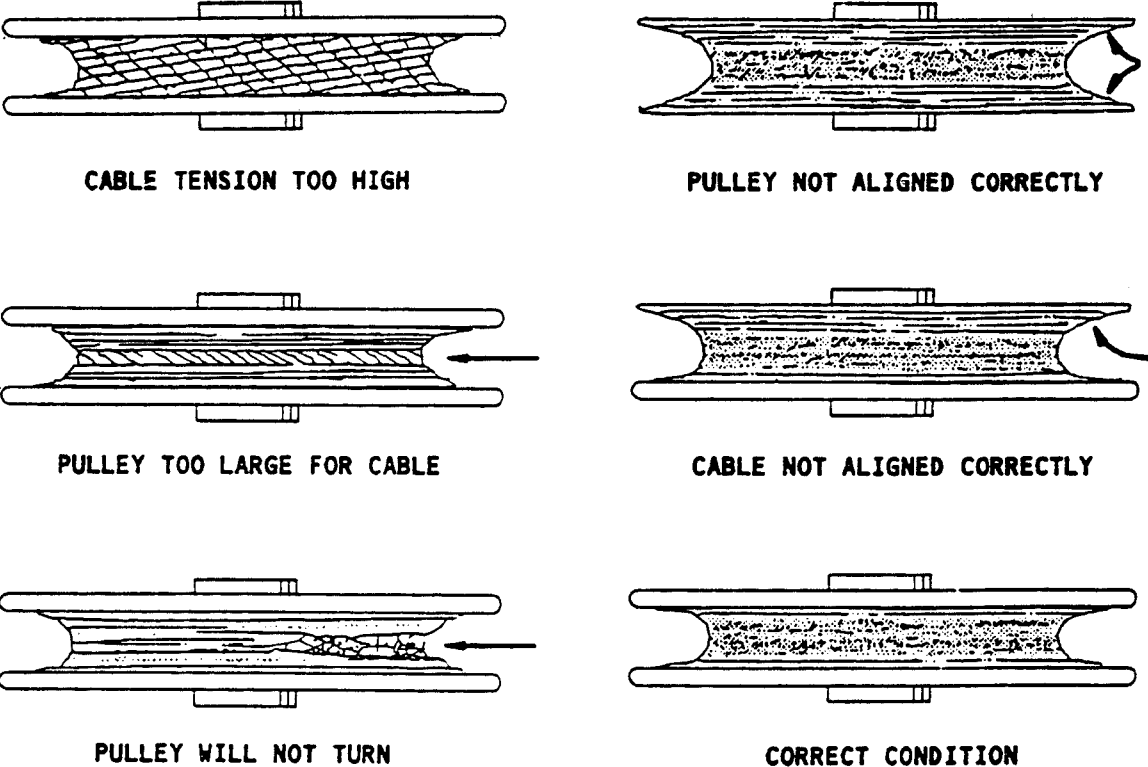


Figure 1

Figure 2



Pulley Wear Patterns

Figure 2

(b) For airplanes identified in Boeing Service Bulletin 767-76-0010, Revision 1, dated February 20, 1992: Within 18 months or 4,500 flight hours after the effective date of this AD, whichever occurs first, replace the two non-metallic pulleys of the thrust control cable that are located in the leading edge of the wing adjacent to the left and right engine strut with aluminum pulleys; and re-rig the thrust control cables; in accordance with the service bulletin.

(c) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

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

Issued in Renton, Washington, on April 7, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-9254 Filed 4-13-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AAL-26]

RIN 2120-AA66

Proposed Modification and Revocation of Federal Airways; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify five jet routes, three Very High Frequency Omnidirectional Range (VOR) Federal airways, and one colored Federal airway, and to revoke one jet route, located in the State of Alaska (AK). The FAA is proposing this action for the following reasons: to realign the North Pacific (NOPAC) Air Traffic Service (ATS) route structure; to reflect the ADAK Nondirectional Radio Beacon (NDB), AK, decommissioning from the National Airspace System (NAS); and to resolve an aeronautical charting discrepancy. Further, this action would

improve the management of air traffic operations in the State of Alaska and enhance safety.

DATES: Comments must be received on or before May 26, 1999.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, AAL-500, Docket No. 98-AAL-26, Federal Aviation Administration, 222 West 7th Avenue, #14, Anchorage, AK 99533.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 915, 800 Independence Avenue, SW., Washington DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Joseph C. White, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 98-AAL-26." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA

personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783.

Communications must identify the notice number of the NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677 for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

An electronic copy of this document may be downloaded, using a modem and suitable communications software, from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661).

Internet users may reach the FAA's web page at <http://www.faa.gov> or the Federal Register's web page at <http://www.access.gpo.gov/nara/index.html> for access to recently published rulemaking documents.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 (part 71) to modify five jet routes, three VOR Federal airways, and one colored Federal airway, and to revoke one jet route.

Specifically, jet routes J-111, J-115, J-127, J-501, J-511, VOR Federal airways V-319, V-453, V-456, and Colored Federal airway Green-8 would be modified, and J-814R would be revoked. The FAA is proposing this action for the following reasons:

Segments of J-111 from Anchorage to Middleton Island to the noncompulsory reporting point SNOUT overlap existing J-804R segments and are not used.

J-115 and Colored Federal airway Green-8 use ADAK NDB which will be decommissioned. The new NDB on ADAK Island will be named Mount Moffett NDB.

J-127, J-501, J-511, and J-814R terminate at AUGIN, MIXER, ENCOR, and PANIT fixes which were once part of the NOPAC ATS route structure and these fixes are no longer required for ATC purposes. As a result, the FAA is proposing to revise J-127, J-501, and J-511 to reflect this change in route structure, and to revoke J-814R as this route is no longer needed for ATC purposes.