

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2000-15-17 that was published in the **Federal Register** on August 8, 2000 (65 FR 48368). The typographical error resulted in the omission of an airplane model from paragraph (c) of the AD. This AD is applicable to certain McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); Model MD-88 airplanes; and Model MD-90-30 series airplanes. This AD requires installation of a pipe support and clamps on the hydraulic lines in the aft fuselage; replacement of the hydraulic pipe assembly in the aft fuselage with a new pipe assembly; and installation of drain tube assemblies and diverter assemblies in the area of the auxiliary power unit inlet; as applicable.

DATES: Effective September 12, 2000.

FOR FURTHER INFORMATION CONTACT:

Albert Lam, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5346; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2000-15-17, amendment 39-11849, applicable to certain McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); Model MD-88 airplanes; and Model MD-90-30 series airplanes, was published in the **Federal Register** on August 8, 2000 (65 FR 48368). That AD requires installation of a pipe support and clamps on the hydraulic lines in the aft fuselage; replacement of the hydraulic pipe assembly in the aft fuselage with a new pipe assembly; and installation of drain tube assemblies and diverter assemblies in the area of the auxiliary power unit (APU) inlet; as applicable.

As published, that AD contained a typographical error in paragraph (c) of the AD, which resulted in the omission of Model MD-88 airplanes from its applicability. It was the FAA's intent that the applicability of paragraph (c) of the AD be parallel to that recommended by the manufacturer in its referenced service bulletin (*i.e.*, McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999). As was indicated under the heading "Explanation of Relevant Service Information" in the preamble of the notice of proposed rulemaking (NPRM), McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999, affects McDonnell Douglas Model

DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) series airplanes, and Model MD-88 airplanes.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains September 12, 2000.

§ 39.13 [Corrected]

On page 48371, in the first column, paragraph (c) of AD 2000-15-17 is corrected to read as follows:

2000-15-17 McDonnell Douglas:
Amendment 39-11849. Docket 99-NM-227-AD.

* * * * *

(c) For Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) series airplanes, and Model MD-88 airplanes, as listed in McDonnell Douglas Service Bulletin MD80-53-286, dated September 3, 1999; and Model MD-90-30 series airplanes, as listed in McDonnell Douglas Service Bulletin MD90-53-018, dated September 3, 1999: Within 36 months after the effective date of this AD, install drain tube assemblies and diverter assemblies in the area of the APU inlet, in accordance with the applicable service bulletin.

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Issued in Renton, Washington, on December 18, 2000.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-32761 Filed 12-26-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AWP-8]

Modification of Class E Airspace; Willits, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule, correction.

SUMMARY: This action corrects an error in the radial distance of the 1,200 foot airspace area of a Final Rule that was published in the **Federal Register** on November 2, 2000 (65 FR 65731), Airspace Docket No. 00-AWP-8.

EFFECTIVE DATE: 0901 UTC January 25, 2001.

FOR FURTHER INFORMATION CONTACT: Jeri Carson, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000

Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6611.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 00-28188, Airspace Docket No. 00-AWP-8, published on April 20, 1998 (65 FR 65731), revised the geographic coordinates and radial distance of the Class E airspace area at Willits, CA. A typographical error was discovered in the radial distance of the 1,200 foot airspace area for the Willits, CA, Class E airspace area. This action corrects those errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, for the Class E airspace area at Willits, CA, as published in the **Federal Register** on November 2, 2000 (65 FR 65731), (**Federal Register** Document 00-28188; page 65732, column 2 is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AWP CA E5 Willits, CA [Corrected]

Ells Field-Willits Municipal Airport, CA (lat. 39°27'03"N, long. 123°22'20"W)

By removing "(and that airspace extending upward from 1,200 feet above the surface with a 39-mile radius of the Ells Field-Willits Municipal Airport.)" and substituting "(and that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of the Ells Field-Willits Municipal Airport)".

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John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 00-32884 Filed 12-26-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ASW-6]

RIN 2120-AA66

Amendment of Legal Description of V-66 in the Vicinity of Dallas/Fort Worth; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on October 16, 2000. In the legal description of V-66, a portion of the

airway from Tuscaloosa, AL, to Franklin, VA, was inadvertently deleted. This action corrects that error.
EFFECTIVE DATE: December 27, 2000.

FOR FURTHER INFORMATION CONTACT:
 Brenda Brown, 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: On October 16, 2000, Airspace Docket No. 00-ASW-6, FR Doc. 00-26512, was published revising thirteen Federal airways in the vicinity of Dallas/Fort Worth, TX. In the legal description of V-66, a portion of the airway from Tuscaloosa, AL, to Franklin, VA, was inadvertently deleted. The FAA corrects this action by adding that portion of the legal description that was deleted.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for V-66 as published in the **Federal Register** on October 16, 2000 (65 FR 61088); FR Doc. 00-26512, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 61088 in the third column, correct the legal description of V-66 to read as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-66 [Corrected]

From Mission Bay, CA; Imperial, CA; 13 miles, 24 miles, 25 MSL; Bard, AZ; 12 miles, 35 MSL; INT Bard 089° and Gila Bend, AZ, 261° radials; 46 miles, 35 MSL; Gila Bend; Tucson, AZ, 7 miles wide (3 miles south and 4 miles north of centerline); Douglas, AZ; INT Douglas 064° and Columbus, NM, 277° radials; Columbus; El Paso, TX; 6 miles wide; INT El Paso 109° and Hudspeth 287° radials; 6 miles wide; Hudspeth; Pecos, TX; Midland, TX; INT Midland 083° and Abilene, TX, 252° radials; Abilene; to Millsap, TX. From Tuscaloosa, AL, Brookwood, AL; LaGrange, GA; INT LaGrange 120° and Columbus, GA, 068° radials; INT Columbus 068° and Athens, GA, 195° radials; Athens; Greenwood, SC; Sandhills, NC; Raleigh-Durham, NC;

Franklin, VA, excluding the airspace above 13,000 feet MSL from the INT of Tucson, AZ, 122° and Cochise, AZ, 257° radials to the INT of Douglas, AZ, 064° and Columbus, NM, 277° radials.

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Issued in Washington, DC, on December 18, 2000.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 00-32881 Filed 12-26-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 121 and 125

[Docket Nos. 121-271, 121-278, 125-32 & 125-34]

RIN 2120-AG-88

Corrections to Flight Data Recorder Specifications

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects errors introduced into the flight data recorder specifications in two final rules. The FAA intended to add certain information by footnote in the appendices that contain the flight recorder specification charts, but inadvertently caused material to be deleted. This correction reinstates that material.

DATES: Effective December 27, 2000.

FOR FURTHER INFORMATION CONTACT: Karen Petronis, Senior Attorney for Regulations, AGC-200, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone 202-267-3073.

SUPPLEMENTARY INFORMATION: The FAA published final rule amending the flight data recorder specifications for certain Airbus airplanes in the **Federal Register** on August 24, 1999 [64 FR 46117]. The intent of that final rule was to establish different criteria for certain flight data recorder parameters that are recorded by

Airbus airplanes. The changes were introduced as footnotes. The footnote numbers were to appear with the name of the parameter in the "Parameters" columns of 14 CFR part 121 appendix M and part 125 appendix E.

Instead of inserting the footnotes numbers in the column and adding the noted information at the bottom of the chart, the amendatory language that was used resulted in information being deleted from the five remaining columns of the chart for each of the parameters affected by the rule. A similar attempted amendment in August 2000 [65 FR 51745, August 24, 2000] caused the same result.

Accordingly, the FAA is republishing the affected parameter specifications to reinstate them in the appendix M chart. The identical corrections are being made to Part 125 Appendix E, which contains the identical information. The FAA never intended to change any of the information that was effective at the time of the August 1999 final rule, and no intent may be implied by the absence of this information from the printed 2000 CFR. The FAA has no information to suggest that any operator subject to the affected regulations has taken any action based on the unintended deletion of the information. The required specifications are well established and not easily changed in operational flight data recorder system equipment.

Since no rule change was ever intended, there is no economic impact that is attributable to this correction.

Any operator that finds itself adversely affected by reliance on any omission from the 2000 CFR is advised to contract the FAA immediately for resolution of any problems.

Accordingly, the Federal Aviation Administration amends Title 14 of the Code of Federal Regulations parts 121 and 125 as follows:

Part 121 [Corrected]

Appendix M [Corrected]

1. Correct Appendix M to part 121, by revising item numbers, 1, 7, 9, 12b, 13b, 14a, 15, 16, 17, 19, 20, 21, 23, 24, 37, 42 and 57 to read as follows (**Note:** The footnote text remains unchanged):

Parameters	Range	Accuracy (sensor input)	second per sampling interval	Resolution	Remarks
1. Time or Relative Times Counts. ¹	24 Hrs, 0 to 4095	+/- 0.125% Per Hour	4	1 sec	UTC time preferred when available. Count increments each 4 second of system operation.
7. Roll attitude ²	+/- 180°	+/- 2°	1 or 0.5 for airplanes operated under § 121.344(f).	0.5	A sampling rate of 0.5 is recommended.