

(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 PANTT 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.

V-319, and V-453 are being amended by adding non-part 95 segments which provide continuity and make it easier for the pilot to plan the flight and file the flight plan. The conversion of these non-part 95 segments would change uncharted nonregulatory route segments to VOR Federal Airway segments, thus adding to the instrument flight rules (IFR) airway and route infrastructure in Alaska. Also, pilots would be provided with minimum en route altitudes and minimum obstruction clearance altitudes information along the new route segments, thereby enhancing safety.

V-456 would be amended to correct a discrepancy with the victor airway and how it is depicted on the IFR Enroute L-3/L-4 Low Altitude—Alaska Chart and the Kodiak Aeronautical Sectional Chart. The outbound radial from King Salmon is 032° on the sectional chart and 033° on the enroute chart. The current legal description for V-456 includes an intersection (King Salmon 053° and Kenai 239°) which needs to be removed. This action would make the route segment a straight line and would not affect the fixes STREW, BITOP, or COPPS on V-456.

Jet routes, green Federal airways, and Alaskan VOR Federal airways are published in paragraph 2004, paragraph 6009(a), and paragraph 6010(b), respectively, of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The jet routes, green Federal airway, and Alaskan VOR Federal airways 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. Therefore, this proposed action: (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).

#### The Proposed 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 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 Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

##### Paragraph 2004—Jet Routes

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##### J-111 [Revised]

From Nome, AK, via Unalakleet, AK; McGrath, AK; Anchorage, AK.

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##### J-115 [Revised]

From Shemya, AK, NDB; Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai; Anchorage, AK; Fairbanks, AK; Chandalar, AK, NDB; to Deadhorse, AK.

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##### J-127 [Revised]

From King Salmon, AK; to INT King Salmon 042° and Anchorage, AK, 246° radials.

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##### J-501 [Revised]

From San Marcus, CA, via Big Sur, CA; Point Reyes, CA, via Rogue Valley, OR; Hoquiam, WA; INT Hoquiam 354° and Tatoosh, WA, 162° radials; Tatoosh; Cape Scott, BC, Canada, NDB; Sandspit, BC, Canada; Biorka Island, AK; Yakutat, AK; Johnstone Point, AK; Anchorage, AK; Sparrevohn, AK; Bethel, AK; excluding the airspace within Canada.

\* \* \* \* \*

##### J-511 [Revised]

From Dillingham, AK; Anchorage, AK; Big Lake, AK; Gulkana, AK; to Burwash Landing, YT, Canada, NDB, excluding the portion which lies over Canadian territory.

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##### J-814R [Revoked]

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##### Paragraph 6009(a)—Green Federal Airways

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##### Green-8 [Revised]

From Shemya, AK, NDB; 20 AGL, Mount Moffet, NDB, AK; 20 AGL, Dutch Harbor, AK, NDB; 20 AGL, INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL, Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings; to Kachemak NDB. From Campbell Lake, AK, NDB; Glenallen, AK, NDB; INT Glenallen NDB 052° and Nabesna, AK NDB 252° bearings; Nabesna NDB.

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##### Paragraph 6010(b)—Alaskan VOR Federal Airways

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##### V-319 [Revised]

From Yakutat, AK, via Johnstone Point, AK; INT Johnstone Point 286° and Anchorage, AK, 117° radials; Anchorage; Sparrevohn, AK; Bethel, AK; Hooper Bay, AK; Nanwak, AK, NDB; to Kipnuk, AK.

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##### V-453 [Revised]

From King Salmon, AK; Dillingham, AK; INT Dillingham, AK 308° and Bethel, AK 143° radials; Bethel, AK; to Unalakleet, AK.

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##### V-456 [Revised]

From Cold Bay, AK; King Salmon, AK; Kenai, AK; Anchorage, AK; Big Lake, AK; Gulkana, AK; to Northway, AK.

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Issued in Washington, DC, April 6, 1999.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 99–9298 Filed 4–13–99; 8:45 am]

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## SECURITIES AND EXCHANGE COMMISSION

### 17 CFR Part 240

[Release No. 34–41261; File No. S7–5–99]

RIN 3235–AH40

#### Publication or Submission of Quotations Without Specified Information

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Reproposed rule; extension of comment period.

**SUMMARY:** The Securities and Exchange Commission is extending the comment period for a release repropounding amendments to Rule 15c2–11 under the Securities Exchange Act of 1934 (Release No. 34–41110) which was published in the **Federal Register** on