

damage to the wiring and incorrect configuration of the terminal blocks), replacement of FQIS probes (tank units and compensators) with new or serviceable components in accordance with Figure 5 of the alert service bulletin, and system adjustment and system operational test; in accordance with the alert service bulletin. For the purposes of this AD, a visual inspection is considered to be a general visual inspection, which is defined as: "A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms, may be required to gain proximity to the area being checked." If any discrepancy is detected, prior to further flight, perform corrective actions in accordance with the alert service bulletin.

Note 4: For airplanes on which steps 1 through 9 in Figure 11 of Boeing Service Bulletin 747-28-2205, dated June 27, 1997, or Revision 1, dated April 16, 1998, were accomplished prior to the effective date of this AD, steps 1 through 6 in Figure 16 of Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998, are not required.

Flame Arrestor Installation

(c) For airplanes having line numbers 1 through 971 inclusive: Within 24 months after the effective date of this AD, install a flame arrestor in the inlet line of the electrical motor-operated scavenge pump of the center fuel tank, in accordance with Boeing Alert Service Bulletin 747-28A2210, dated May 14, 1998.

Alternative Methods of Compliance

(d)(1) 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, 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.

(d)(2) Alternative methods of compliance, approved previously in accordance with AD 99-08-02, amendment 39-11106, are approved as alternative methods of compliance with paragraph (a) of this AD.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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.

Incorporation by Reference

(f) The actions shall be done in accordance with Boeing Service Bulletin 747-28-2205, Revision 1, dated April 16, 1998; Boeing

Alert Service Bulletin 747-28A2208, dated May 14, 1998; and Boeing Alert Service Bulletin 747-28A2210, dated May 14, 1998. This incorporation by reference was approved previously by the Director of the Federal Register as of May 11, 1999 (64 FR 16625, April 6, 1999). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) The effective date of this amendment remains May 11, 1999.

Issued in Renton, Washington, on June 29, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-17062 Filed 7-6-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AAL-2]

Revision of Class E Airspace; Yakutat, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This action revises Class E airspace at Yakutat, AK. The establishment of three Standard Instrument Approach Procedures (SIAP) to runway (RWY) 02, RWY 11, and RWY 29 at Yakutat, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Yakutat, AK.

EFFECTIVE DATES: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT: Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.ctr.van-Haastert@faa.dot.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

SUPPLEMENTARY INFORMATION:

History

On April 20, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Yakutat, AK, was published in the **Federal Register** (64

FR 19312). The proposal was necessary due to the establishment of three SIAP to RWY 02, 11, and 29 at Yakutat, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as airport surface areas are published in paragraph 6002 and the Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Yakutat, AK, through the establishment of three VOR instrument approaches to RWY 02, 11, and 29. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Yakutat, AK.

The FAA has determined that these regulations only involve 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).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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 14 CFR 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 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

AAL AK E2 Yakutat, AK [Revised]

That airspace extending upward from the surface within the area bounded by

Lat. 59° 41' 01" N., long. 139° 46' 55" W.
to

Lat. 59° 31' 00" N., long. 139° 29' 21" W.
to

Lat. 59° 24' 35" N., long. 139° 27' 13" W.
to

Lat. 59° 20' 14" N., long. 139° 36' 38" W.
to

Lat. 59° 34' 20" N., long. 140° 01' 32" W.
to the point of beginning.

* * * * *

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AAL AK E5 Yakutat, AK [Revised]

Yakutat VORTAC

(Lat. 59° 30' 39" N., long. 139° 38' 53" W.)

That airspace extending upward from 700 feet above the surface within the area bounded by

Lat. 59° 47' 42" N., long. 139° 58' 48" W.
to

Lat. 59° 37' 33" N., long. 139° 40' 53" W.
then along the 7-mile radius of the

Yakutat VORTAC clockwise to

Lat. 59° 28' 54" N., long. 139° 25' 35" W.
to

Lat. 59° 20' 16" N., long. 139° 10' 20" W.
to

Lat. 59° 02' 49" N., long. 139° 47' 45" W.
to

Lat. 59° 30' 15" N., long. 140° 36' 43" W.
to the point of beginning; and that

airspace extending upward from 1,200 feet above the surface within the area bounded by lat. 59° 53' 20" N., long. 139° 58' 13" W. to Yakutat VORTAC 118° radial 23 DME then along the Yakutat VORTAC 118° radial to 41 DME then clockwise along the 41 mile radius of the Yakutat VORTAC to the Yakutat VORTAC 298° radial then southeast along the 298° radial to the Yakutat

VORTAC 298° radial 25 DME to the point of beginning, and within 5.6 miles each side of the Yakutat VORTAC 118° radial to 65 miles southeast of the VORTAC excluding Control 1487L and the Gulf of Alaska Low Class E airspace areas.

* * * * *

Issued in Anchorage, AK, on June 28, 1999.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 99–17167 Filed 7–6–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AAL–3]

Revision of Class E Airspace; Atqasuk, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises Class E airspace at Atqasuk, AK. The establishment of two Standard Instrument Approach Procedures (SIAP) to runway (RWY) 06 and RWY 24 at Atqasuk, AK, have made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Atqasuk, AK.

EFFECTIVE DATE: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, Operations Branch, AAL–538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5863; fax: (907) 271–2850; email: Robert.ctr.van-Haastert@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

SUPPLEMENTARY INFORMATION:

History

On April 20, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Atqasuk, AK, was published in the **Federal Register** (64 FR 19313). The proposal was necessary due to the establishment of SIAPs to RWY 06 and RWY 24 at Atqasuk, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal

were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Atqasuk, AK, through the establishment of two VOR instrument approaches to RWY 06 and RWY 24. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Atqasuk, AK.

The FAA has determined that these regulations only involve 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).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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 14 CFR part 71 continues to read as follows: