

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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

99-21-31 SAAB AIRCRAFT AB:

Amendment 39-11377. Docket 98-NM-244-AD.

Applicability: Model SAAB SF340A and SAAB 340B series airplanes, as listed in Saab Service Bulletin 340-76-042, dated May 28, 1998, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 the cam screws of the engine power levers from backing out and interfering with the movement of the engine power levers, which could result in limited engine power, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 1,200 flight hours or 6 months after the effective date of this AD, whichever occurs first, remove the control quadrant, secure the power lever cam screws with Loctite, and reinstall the control quadrant, in accordance with Saab Service Bulletin 340-76-042, dated May 28, 1998, including Attachments 1, 2, and 3, all dated May 1, 1998.

(b) As of the effective date of this AD, no person shall install on any airplane any control quadrant unit having part number (P/N) 53082, 53162, or 53170, unless the control quadrant unit has been modified in accordance with this AD.

Alternative Methods of Compliance

(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, International Branch, ANM-116, 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, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) 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

(e) The actions shall be done in accordance with Saab Service Bulletin 340-76-042, dated May 28, 1998, including Attachment 1, dated May 1, 1998, Attachment 2, dated May 1, 1998, and Attachment 3, dated May 1, 1998, which contains the following list of effective pages:

Page Nos.	Revision level shown on page	Date shown on page
1-4 .....	Original .....	May 28, 1998.
<b>Attachment 1</b>		
1-4 .....	Original .....	May 1, 1998.
<b>Attachment 2</b>		
1-4 .....	Original .....	May 1, 1998.
<b>Attachment 3</b>		
1-4 .....	Original .....	May 1, 1998.

This incorporation by reference was approved by the Director of the Federal

Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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.

Note 3: The subject of this AD is addressed in Swedish airworthiness directive 1-128, dated May 29, 1998.

(f) This amendment becomes effective on November 24, 1999.

Issued in Renton, Washington, on October 8, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 99-26935 Filed 10-19-99; 8:45 am]  
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-38]

Amendment to Class E Airspace; Lyons, KS

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Lyons, KS.

DATES: The direct final rule published at 64 FR 44398 is effective on 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the Federal Register on August 16, 1999 (64 FR 44398). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on November 4, 1999. No adverse

comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on October 1, 1999.

**Richard L. Day**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-27286 Filed 10-19-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ACE-37]

#### Amendment to Class E Airspace; Ava, MO

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Ava, MO.

**DATES:** The direct final rule published at 64 FR 44397 is effective on 0901 UTC, November 4, 1999.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on August 16, 1999 (64 FR 44397). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on November 4, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on October 1, 1999.

**Richard L. Day**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-27287 Filed 10-19-99; 8:45 am]

BILLING CODE 4910-13-M

## OFFICE OF THE TRADE REPRESENTATIVE

### 15 CFR Part 2014

#### Implementation of the Temporary Tariff-Rate Quota for Imports of Lamb Meat

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Interim rule with request for comments.

**SUMMARY:** This rule provides for the establishment of an export certificate procedure to assist in the orderly marketing of lamb meat imports from countries provided a specific import allocation under the temporary tariff-rate quota that the President has imposed on those products.

**DATES:** Interim rule effective on October 20, 1999. Comments must be received on or before December 20, 1999.

**ADDRESSES:** Comments may be sent to Teresa Howes, Director for Asian Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street NW, Washington, DC 20506.

**FOR FURTHER INFORMATION CONTACT:** Teresa Howes, Director for Asian Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street, NW, Washington, DC 20508; telephone: (202) 395-6127.

**SUPPLEMENTARY INFORMATION:** On July 7, 1999, the President issued Proclamation 7208 (64 FR 37387) (July 9, 1999), which established a temporary tariff-rate quota ("TRQ") and increased duties, effective July 22, 1999, on lamb meat imports to facilitate the domestic industry's adjustment to import competition. In order to provide for the efficient and fair administration of the TRQ, on July 30, 1999, the President issued Proclamation 7214 (64 FR 42265) (Aug. 4, 1999), which delegated to the United States Trade Representative ("USTR") authority to administer the TRQ.

To provide for the efficient and fair administration of the TRQ, USTR is establishing a procedure under which countries that have been allotted an in-quota allocation under the TRQ may use a system of export certificates to ensure that only those of its lamb meat exports specifically designated for the United States market are counted against the country's in-quota allocation.

Under the interim rule, a country that was provided a specific in-quota allocation under the TRQ may elect to have the United States Customs Service ("U.S. Customs") determine which lamb meat imports are to be counted against the country's in-quota allocation, and

thus be assessed the lower rate of duty applicable to in-quota imports, based on whether the country has issued (or authorized issuance of) an export certificate for that lamb meat. Two countries, Australia and New Zealand, were provided specific in-quota allocations under the TRQ. Both governments have requested USTR to establish an export certificate procedure to assist in the orderly marketing of their lamb meat exports to the United States while the TRQ is in effect.

A country wishing to avail itself of the export certificate procedure must notify USTR, and provide the necessary supporting information. Australia and New Zealand have provided the requisite supporting information, and USTR hereby determines that both countries are "participating countries" under the export certificate procedure. USTR intends to publish a notice in the **Federal Register** if Australia or New Zealand ceases to be a participating country.

U.S. Customs will ensure that no imports of lamb meat from a participating country are counted against the participating country's in-quota allocation unless the importer declares that there is a valid export certificate for that lamb meat. In the absence of such a declaration, such imports will be not be eligible for the in-quota rate of duty.

U.S. Customs will separately issue regulations governing its implementation of this rule.

#### Comments

Before adopting this interim regulation as a final rule, consideration will be given to any written comments that are timely submitted to USTR. Each person submitting a comment should include his or her name and address, and give reasons for any recommendation. After the comment period closes, USTR will publish in the **Federal Register** a final rule on this subject, together with a discussion of comments received and any amendments made to the interim rule as a result of the comments.

To simplify the processing and consideration of comments, commenters are encouraged to submit documents in electronic form accompanied by an original and one paper copy. All documents submitted in electronic form should be on DOS formatted 3.5" diskettes, and should be prepared in either WordPerfect format or a format that the WordPerfect program can convert and import into WordPerfect.