

(i) If no remaining discrepancy is detected, prior to further flight, install the correct sized fasteners in accordance with the alert service bulletin.

(ii) If any remaining discrepancy is detected, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta ACO.

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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(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.

Incorporation by Reference

(e) Except as provided by paragraphs (a)(2)(i) and (b)(2)(ii) of this AD, the actions shall be done in accordance with Lockheed Hercules Alert Service Bulletin A382-53-57, Revision 1, dated January 30, 1997, which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|-----------|------------------------------|--------------------|
| 1-6 | 1 | January 30, 1997. |
| 7-9 | Original | January 16, 1997. |

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 Lockheed Martin Aeronautical Systems Support Company (LMASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30063. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on January 7, 2000.

Issued in Renton, Washington, on November 23, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-31071 Filed 12-2-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-50]

Modification of Class D Airspace and Establishment of Class E Airspace; Dayton, Wright-Patterson AFB, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and establishes Class E airspace at Dayton, Wright-Patterson AFB, OH. This action amends the effective hours of the Class D surface area to coincide with the airport traffic control tower (ATCT) hours of operation for Wright-Patterson AFB. The purpose of this action is to clarify when two-way radio communication with the ATCT is required. This action also creates a Class E surface area for those times when the ATCT is closed.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, September 14, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class D airspace and establish Class E airspace at Dayton, Wright-Patterson AFB, OH (64 FR 49754). The proposal was to amend the effective hours to coincide with the ATCT hours of operation for Wright-Patterson AFB and to create controlled airspace when the ATCT is closed. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph 5000, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class D airspace and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class D airspace and establishes Class E airspace at Dayton, Wright-Patterson AFB, OH, by amending the hours of operation of the Class D airspace for Wright-Patterson AFB and by creating a Class E surface area during those times when the ATCT is closed. The area will be depicted on appropriate aeronautical charts.

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 regulation—(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 part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR, 1959-1963 Comp., p. 389.

§71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 5000 Class D airspace.
* * * * *

AGL OH D Dayton, Wright-Patterson AFB, OH [Revised]
Dayton, Wright-Patterson AFB, OH

(Lat. 39°49'34"N., long. 84°02'54"W.)
Patterson VORTAC
(Lat. 39°49'06"N., long. 84°03'16"W.)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4.6-mile radius of Wright-Patterson AFB, and within 1.3 miles each side of the Patterson VORTAC 046° radial extending from the 4.6-mile radius to 5.6 miles northeast of the VORTAC, excluding that airspace within the James M. Cox Dayton International Airport, OH, Class C airspace area. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Paragraph 6002 Class E airspace designated as a surface area.

* * * * *

AGL OH E2 Dayton, Wright-Patterson AFB, OH [New]

Dayton, Wright-Patterson AFB, OH
(Lat. 39°49'34"N., long. 84°02'54"W.)
Patterson VORTAC
(Lat. 39°49'06"N., long. 84°03'16"W.)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4.6-mile radius of Wright-Patterson AFB, and within 1.3 miles each side of the Patterson VORTAC 046° radial extending from the 4.6-mile radius to 5.6 miles northeast of the VORTAC, excluding that airspace within the James M. Cox Dayton International Airport, OH, Class C airspace area. This Class E airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Des Plaines, Illinois on November 16, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

[FR Doc. 99-31401 Filed 12-2-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-42]

Modification of Class E Airspace; Marquette, MI; Revocation of Class E Airspace; Sawyer, MI, and K.I. Sawyer, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Marquette, MI, and revokes the Class E airspace at Sawyer, MI, and

K.I. Sawyer, MI. The legal description for the Class E airspace for Sawyer International Airport has been changed from Sawyer, MI, to Marquette, MI, and the legal description for Class E airspace for K.I. Sawyer, MI, is no longer valid because K.I. Sawyer Air Force Base (AFB) has been closed and renamed Sawyer International Airport. In addition, the closure of Marquette County Airport was made on September 23, 1999. Finally, the Marquette, MI VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) (MQT) navigational aid will be decommissioned and replaced with the new Gwinn, MI, VOR/DME (GWI), and will be located approximately 15 nautical miles southeast of the existing MQT VOR/DME on the Sawyer International Airport. This action modifies Class E airspace for Marquette, MI, to correctly describe the Class E airspace required for Sawyer International Airport, to remove the reference to Marquette County Airport, and to incorporate the new GWI VOR/DME location, and revokes the Class E airspace at Sawyer, MI, and K.I. Sawyer, MI.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, August 4, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Marquette, MI, and to revoke Class E airspace at Sawyer, MI, and K.I. Sawyer, MI (64 FR 42300). On Tuesday, October 5, 1999, the FAA extended the comment period for the proposal due to a minor modification to the legal description for the Class E airspace for Marquette, MI (64 FR 53957). The proposal was to modify controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, and Class E airspace designations for

airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005, of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Marquette, MI, and revokes Class E airspace at Sawyer, MI, and K.I. Sawyer AFB, MI, to accommodate aircraft executing instrument flight procedures at Sawyer International Airport. The area will be depicted on appropriate aeronautical charts.

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 regulation—(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 part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR, 1959-1963 Comp., p. 389.

§71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective