

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, 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:

**99-19-20 Short Brothers PLC:** Amendment 39-11309. Docket 99-NM-154-AD.

**Applicability:** SD3-30, SD3-60, SD3-SHERPA, and SD3-60 SHERPA series airplanes equipped with pneumatic deicing boots, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To ensure that flightcrews activate the wing and tail pneumatic deicing boots at the first signs of ice accumulation on the airplane, accomplish the following:

(a) Within 10 days after the effective date of this AD: Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. This may be accomplished by inserting a copy of this AD in the AFM.

- Except if the AFM otherwise specifies that deicing boots should not be used for certain phases of flight (e.g., take-off, final approach, and landing), compliance with the following is required.

- Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon announcement from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

- The wing and tail leading edge pneumatic deicing boot system may be deactivated only after completion of an entire deicing cycle after leaving icing conditions.

(b) 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. The request shall be forwarded through an appropriate FAA Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116 ACO.

**Note 1:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116 ACO.

(c) 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.

(d) This amendment becomes effective on December 27, 1999.

Issued in Renton, Washington, on November 10, 1999.

**John J. Hickey,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-30145 Filed 11-19-99; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ASO-14]

#### Amendment to Class D and Establishment of Class E2 Airspace, Fort Rucker, AL

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the amendatory language of a final rule that was published in the **Federal Register** on October 15, 1999, (64 FR 55815), Airspace Docket No. 99-ASO-14.

**EFFECTIVE DATE:** November 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

**SUPPLEMENTARY INFORMATION:**

#### History

**Federal Register** Document DOCID: fr15oc99-5, Airspace Docket No. 99-ASO-14, published on October 15, 1999, (64 FR 55815), amended Class D surface area airspace and established Class E2 surface area airspace at Cairns Army Airfield, Fort Rucker, AL. An error was discovered in the amendatory language identifying the publication in which the airspace is described. This action corrects that error.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the publication for describing The Cairns Army Airfield, AL Class D surface area airspace and Class E2 surface area airspace at Fort Rucker, AL, as published in the **Federal Register** on October 15, 1999, (64 FR 55815), (Federal Register Document DOCID: fr15oc99-5; page 55815), is corrected as follows:

##### § 71.1 [Corrected]

\* \* \* \* \*

##### ASO AL D Fort Rucker, AL [Corrected]

By removing "DOD IFR-Supplement"

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##### ASO AL E2 Fort Rucker, AL [Corrected]

By removing "DOD IFR-Supplement"

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Issued in College Park, Georgia, on November 3, 1999.

**Nancy B. Shelton,**

*Acting Manager, Air Traffic Division Southern Region.*

[FR Doc. 99-30392 Filed 11-19-99; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AAL-12]

#### Revision of Class E Airspace; Point Lay, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Point Lay, AK. The establishment of a Nondirectional Radio Beacon (NDB) instrument approach to runway (RWY) 5 and Global Positioning System (GPS) instrument approach procedures to RWY 5 and RWY 23 at Point Lay Airport made this action necessary. This rule provides adequate controlled airspace for aircraft flying IFR procedures at Point Lay, AK.

**EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Bob Durand, Operations Branch, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 30, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Point Lay, AK, was published in the **Federal Register** (64 FR 41358). The proposal was necessary due to the establishment of NDB and GPS instrument approaches at Point Lay, 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. The airspace description, however, had errors in the airport position and the first two coordinates listed. The airport position should read "lat. 69°43' 58" N., long. 163° 00'19" W." The verbiage "bounded by lat. 69°50'30" N long. 161°41'30" W, to lat. 69°28'45" N long. 163°32'30" W" has been changed to read "bounded by lat. 69°47'45" N long. 161°37'18" W to lat. 69°25'00" N long. 163°30'42" W". Additionally, the statement "excluding that airspace within V-506" has been added to eliminate chart clutter around the GPS waypoint located on the airway. The Federal Aviation Administration has determined that these changes are editorial in nature and will not increase the scope of this rule. Except for the non-substantive changes just discussed, 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 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71. 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 Point Lay, AK, through the establishment of NDB

and GPS instrument approaches. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this proposal is to provide adequate controlled airspace for IFR operations at Point Lay, 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 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

\* \* \* \* \*

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

\* \* \* \* \*

**AAL AK E5 Point Lay, AK [Revised]**

Point Lay Airport,  
(Lat. 69°43'58"N., long. 163°00'19" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Point Lay Airport; and that airspace extending upward from 1,200 feet above the

surface within an area bounded by lat. 69°47'45" N long. 161°37'18" W, to lat. 69°25'00" N long. 163°30'42" W, to lat. 69°42'35" N long. 163°57'30" W, to lat. 70°05'20" N long. 162°04'35" W, to the beginning point; and that airspace within 6 miles radius of lat. 68°51'00" N long. 166°00'00" W; and that airspace 6 miles either side of a line from lat. 68°51'00" N long. 166°00'00" W, to lat. 69°36'45" N long. 163°30' 00" W; and that airspace 4 miles either side of a line from lat. 69°47'37" N long. 162°33'03" W, to lat. 69°05'17" N long. 159°59'43" W; excluding that airspace within V-506.

\* \* \* \* \*

Issued in Anchorage, AK, on November 5, 1999.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 99-30121 Filed 11-19-99; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99-AAL-15]

**Establishment of Class E Airspace; Koliganek, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Koliganek, AK. The establishment of Global Positioning System (GPS) instrument approach procedures at Koliganek Airport made this action necessary. The Koliganek Airport status changes from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). This rule provides adequate controlled airspace for aircraft flying IFR procedures at Koliganek, AK.

**EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Bob Durand, Operations Branch, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; email: Bob.Durand@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On September 2, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E airspace at Koliganek, AK, was published in the **Federal Register** (64 FR 48123). The proposal was