

[FR Doc. 99-12588 Filed 5-19-99; 8:45 am]
BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 17 and 87

[WT Docket No. 96-211, FCC 99-40]

Use of 112-118 MHz for Differential Global Positioning System (GPS) Correction Data and the Use of Hand-Held Transmitters on Frequencies in the Aeronautical Enroute Service

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: This *Report and Order (R&O)* amends the Commission's rules regarding the use of 112-118 MHz for differential Global Positioning System (GPS) correction data, the use of hand-held transmitters on frequencies in the Aeronautical Enroute Service, and to update Part 17 of our rules to incorporate by reference two recently revised FAA Advisory Circulars. These amendments were adopted in response to petitions for rule making filed by the Federal Aviation Administration and the Aeronautical Radio, Inc. The effect of these amendments would increase aircraft and airport safety and facilitate the efficient use of aeronautical radio spectrum.

DATES: These regulations are effective May 20, 1999. The incorporation by reference of certain publications listed in the regulations is approved by the Director of Federal Register May 20, 1999.

FOR FURTHER INFORMATION CONTACT: James Shaffer of the Commission's Wireless Telecommunications Bureau at (202) 418-0680 or via email at mayday@fcc.gov.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's *R&O*, FCC 99-40, adopted February 25, 1999, and released March 3, 1999. The full text of this *Report and Order* is available for inspection and copying during normal business hours in the FCC Reference Center, Room 246, 1919 M Street N.W. Washington, D.C. The complete text may be purchased from the Commission's copy contractor, ITS, Inc., 1231 20th St. N.W., Washington, D.C. 20036, telephone (202) 857-3800.

Summary of R&O

1. This *R&O* amends Part 87 of our rules to permit aeronautical ground stations to use frequencies in the 112-118 MHz band to transmit differential

Global Positioning System (GPS) information to aircraft equipped to use advanced landing systems in response to a petition for rule making filed by the Federal Aviation Administration (FAA). This *R&O* also allows the use of hand-held radios for direct communications between ground service personnel and flight crews on frequencies allocated to the Aeronautical Enroute Service in response to a petition for rule making filed by Aeronautical Radio, Inc. (ARINC). Finally, this *R&O* updates part 17 of our rules to incorporate by reference two recently revised FAA Advisory Circulars. The actions will increase the safety and efficiency of aircraft navigation and movement of aircraft in and around airports. Further, these amends should promote the use of new radio technologies beneficial to aircraft without allocating additional spectrum.

Administrative Matters

Final Regulatory Flexibility Analysis

2. As required by the Regulatory Flexibility Act, 5 U.S.C. 603 (RFA), Initial Regulatory Flexibility Analyses (IRFA) were incorporated in the *Notice of Proposed Rule Makings* WT Docket 96-1 and WT Docket 96-211.¹ The Commission sought written public comments on the proposals in the *Unicom NPRM* and *Aviation Safety NPRM*, including on the IRFA. The Commission's Final Regulatory Flexibility Analysis (FRFA) in this *Report and Order* conforms to the RFA, as amended by the Contract With America Advancement Act of 1996.²

I. Need for and Objective of the Proposed Rules

3. Our objective is to improve safety in air navigation by increasing pilots' access to advisory information, promoting the use of satellite technology for the precision landing of aircraft and allowing ground crews to communicate with aircraft on aeronautical enroute frequencies, and to

incorporate by reference two recently revised FAA Advisory Circulars. The *Report and Order* in this proceeding modified the Commission's rules to increase the safety and efficiency of aircraft navigation and movement of aircraft in and around airports.

4. The public interest is served by modifying our rules to permit the operation of aeronautical advisory stations (unicoms) in an unattended, automated mode, allow aeronautical ground stations to transmit differential GPS augmentation data to aircraft, allow the use of mobile radios for direct communications between ground service personnel and flight crews on Aeronautical Enroute Service frequencies and incorporate, by reference, two FAA Advisory Circulars.

II. Summary of Significant Issues Raised by the Public Comments in Response to the Initial Regulatory Flexibility Analysis

5. No comments were submitted in direct response to the IRFA. We have, however, reviewed general comments that may impact small businesses.

6. Much of the impact will be on small businesses that use, manufacture, design, import, or sell equipment, and will increase safety and efficiency at airports by allowing new uses and technologies for the purpose of communicating important information for flight and ground safety. Commenters submitted suggestions to improve the technical and operational criteria of the proposals. This *Report and Order* directly benefits small businesses by providing smaller airports that do not have sufficient resources to staff a unicom station with an automated and economically viable alternative to provide important advisory information, providing airports with satellite technology for the precision landing of aircraft to facilitate approaches and landings in poor weather conditions, and improving the safe ground operations at airports and improve the provision of services and supplies to aircraft on the ground. These actions should increase the safety and efficiency of aircraft navigation and movement of aircraft in and around airports.

III. Description and Estimate of the Number of Small Entities to Which the Rules Apply

7. The rules adopted in this *Report and Order* will affect small businesses that use, manufacture, design, import, sell, or use aviation equipment designed for an automated unicom, a GPS augmentation system operating in the 112-118 MHz band, and mobile radios

¹ Amendment of Part 87 of the Commission's Rules to Permit Automatic Operation of Aeronautical Advisory Stations (Unicom), WT Docket 96-1, *Notice of Proposed Rule Making*, 11 FCC Rcd 1084 (1996), 61 FR 8905, (March 6, 1996), (Unicom NPRM); Amendment of part 87 to Permit the Use of 112-118 MHz for Differential Global Positioning System (GPS) Correction Data and the Use of Hand-held Transmitters on Frequencies in the Aeronautical Enroute Service and Amendment of Part 17 Concerning Construction, Marking, and Lighting of Antenna Structures, WT Docket No. 96-211, *Notice of Proposed Rule Making*, 11 FCC Rcd 15391 (1996), 61 FR 60673, (November 29, 1996), (*Aviation Safety NPRM*).

² Public Law No. 104-121, 110 Stat. 847 (1996) (CWAAA). Title II of the CWAAA is "The Small Business Regulatory Enforcement Fairness Act of 1996" (SBREFA), *codified at* 5 U.S.C. 601 *et seq.*

used for direct communications between ground service personnel and flight crews on Aeronautical Enroute Service frequencies. There are no Commission-imposed requirements, however, for any entity to use these products.

Estimates for Unicom

8. The unicom service provides for air-ground communications primarily between general aviation aircraft and airport facilities. Unicom transmissions are limited to the necessities of safe and expeditious operation of aircraft, including runway conditions, types of fuel available, wind conditions, weather information, dispatching, and other necessary safety information. Unicom transmissions may include, on a secondary basis, communications pertaining to the efficient portal-to-portal transit of an aircraft, such as available ground transportation, food, and lodging. Unicom must provide impartial information concerning available ground services, and must provide service to any aircraft station upon request and without discrimination. For the purpose of determining whether a licensee is a small business as defined by the Small Business Administration (SBA), each licensee would need to be evaluated within its own business area.

9. Because the Regulatory Flexibility Act amendments were not in effect until the record in this proceeding was closed, the Commission was unable to request information regarding the number of small entities that are unicom. Therefore, the Commission is unable at this time to determine the number of small businesses which could be impacted by the rules. However, the Commission's data indicates that there were 2775 unicom licensees operating at the end of October 1996. Further, because any entity engaged in providing unicom service is eligible to hold a unicom license, these rules could potentially impact every small business involved in aviation. Additionally, there are small businesses that will manufacture, design, import, or sell equipment. We concluded that these small businesses are classified in Communications Equipment, N.E.C., (Standard Identification Code 3669) as entities employing less than 750 employees as defined in 13 CFR 121.201. The size data provided by the SBA shows that 469 firms out of 498 firms in the Communications Equipment, N.E.C. classification have less than 750 employees but did not enable us to make a meaningful estimate of the number of potential

manufacturers which are small businesses.³

Estimates for Differential GPS

10. Differential GPS is ground reference stations licensed to private entities using unassigned VOR frequencies in the 112–118 MHz band to transmit differential GPS augmentation data to aircraft to improve safety in approach and landing of aircraft. For the purpose of determining whether a licensee is a small business as defined by the Small Business Administration (SBA), each licensee would need to be evaluated within its own business area. Additionally, there are small businesses that will manufacture, design, import, or sell equipment. We concluded that these small businesses are classified in Communications Equipment, N.E.C., (Standard Identification Code 3669) as entities employing less than 750 employees as defined in 13 CFR 121.201. We invited comment on whether this is the correct definition to use, but received no comment on this issue. The size data provided by the SBA shows that 469 firms out of 498 firms in the Communications Equipment, N.E.C. classification have less than 750 employees but did not enable us to make a meaningful estimate of the number of potential GPS manufacturers which are small businesses.⁴ However, based on information from the U.S. GPS Industry Council we estimate that this would include approximately 110 small businesses that would be affected by this proposed rule change.

IV. Description of Projected Reporting, Recordkeeping, and Other Compliance Requirements of the Rules

11. There are several reporting, recordkeeping, and compliance requirements applicable to the Commission licensees and equipment manufacturers. These new requirements are necessary to minimize radiofrequency interference of the equipment, and to specify the responsibilities in operating unicom.

(1) In order to facilitate operation of aviation equipment, these rules may have significant economic impact on a substantial number of small businesses. Prior to marketing aviation equipment in the U.S., a manufacturer must have

³ U.S. Small Business Administration 1992 Economic Census Industry and Enterprise Report, Table 1D, SIC Code 3669, (Bureau of the Census data adapted by the Office of Advocacy of the U.S. Small Business Administration).

⁴ U.S. Small Business Administration 1992 Economic Census Industry and Enterprise Report, Table 1D, SIC Code 3669, (Bureau of the Census data adapted by the Office of Advocacy of the U.S. Small Business Administration).

the unit type accepted by the Commission under the technical criteria set forth in the Commission's Rules. In order to have a unit type accepted, a small entity would have to test the radio equipment and provide clerical support to file the requisite FCC application forms. Both of these functions could be handled by a third party. We estimate that the initial cost to the manufacturer to meet this requirement, if done by a third party, is \$900 to test the equipment and complete the filing information, and would require the electronic engineering professional skills. Additionally, there would be a \$425 equipment authorization fee to file the application for type acceptance. These costs are one time costs to type accept the equipment and assure that interference to other radio users is minimized.

(2) In order to clarify the responsibilities in operating unicom, we require all unicom licensees at airports having more than one unicom to jointly sign a letter of agreement, prior to the operation of a unicom in automatic mode at such an airport, stating the name(s) of the licensee(s) who will control the automatic unicom and, if applicable, how control of the automatic unicom will be divided. A copy of the agreement must be kept with each licensee's station authorization. We estimate that approximately 50 licensees will require 0.7 hours to prepare and file the agreement required.

V. Steps Taken by Agency To Minimize Significant Economic Impact on Small Entities Consistent With Stated Objectives

12. The rules would require differential GPS transmitters to be type accepted in accordance with the technical criteria set forth in part 87 subpart D of our rules, in lieu of the more exacting specifications contained in RTCA Document No. DO-217. This flexible approach promotes technological innovations in differential GPS equipment so long as such equipment is compatible with the National Airspace System. Under our present treatment of transmitters operating in the 108–137 MHz band, the FAA is given a 21-day period to object to any application for type acceptance that would adversely affect the performance of the National Airspace System. The rules also take measures to expedite coordination procedures between applicants, the FAA, and the Commission concerning the assignment of a frequency and time slot for differential GPS ground stations. In order to reduce administrative burdens on both the public and the Commission,

we permit mobile units in the aeronautical enroute service to operate under the same authorization and call sign as the associated aeronautical enroute station. This approach would eliminate the need for aviation service organizations to submit forms and fees to the Commission. These decisions benefit small entities and give them an opportunity to provide recommendations to further improve the impact and processes.

VI. Report to Congress

13. The Commission shall send a copy of this Final Regulatory Flexibility Analysis, along with the Report and Order, in a report to Congress pursuant to the SBREFA.⁵ A copy of this FRFA will also be published in the **Federal Register**.

Ordering Clauses

14. Accordingly, *it is ordered* that, pursuant to the authority of Sections 4(i), 303(r), 307(e), and 332(a)(2) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i), 303(r), 307(e) and 332(a)(2), parts 80 and 87 of the Commission's Rules, 47 CFR Parts 17 and 87 *are amended* as set forth in the Rule Changes, effective May 20, 1999.

15. *It is further ordered* that these proceedings are *terminated*.

List of Subjects

47 CFR Part 17

Antenna, Aviation safety, Communications equipment, Incorporation by reference, Radio.

47 CFR Part 87

Aviation safety, Communications equipment, Radio.

Federal Communications Commission.

Magalie Roman Salas,
Secretary.

Rule Changes

For the reasons discussed in the preamble, the Federal Communications Commission amends 47 CFR parts 17 and 87 as follows:

PART 17—CONSTRUCTION, MARKING, AND LIGHTING OF ANTENNA STRUCTURES

1. The authority citation for Part 17 continues to read as follows:

Authority: Secs. 4, 303, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303. Interpret or apply secs. 301, 309 48 Stat. 1081, 1085 as amended, 47 U.S.C. 301, 309.

2. Section 17.23 is revised to read as follows:

§ 17.23 Specifications for painting and lighting antenna structures.

Unless otherwise specified by the Commission, each new or altered antenna structure to be registered on or after January 1, 1996, must conform to the FAA's painting and lighting recommendations set forth on the structure's FAA determination of "no hazard," as referenced in the following FAA Advisory Circulars: AC 70/7460-1J, "Obstruction Marking and Lighting," effective January 1, 1996, and AC 150/5345-43E, "Specification for Obstruction Lighting Equipment," dated October 19, 1995. These documents are incorporated by reference in accordance with 5 U.S.C. 552(a). The documents contain FAA recommendations for painting and lighting structures which pose a potential hazard to air navigation. For purposes of this part, the specifications, standards, and general requirements stated in these documents

are mandatory. The Advisory Circulars listed are available for inspection at the Commission Headquarters in Washington, DC, or may be obtained from Department of Transportation, Property Use and Storage Section, Subsequent Distribution Office, M483.6, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785, telephone (301) 322-4961, facsimile (301) 386-5394. Copies are also available for public inspection at the Office of the Federal Register, 800 North Capitol Street, Suite 700, Washington, D.C.

PART 87—AVIATION SERVICES

3. The authority citation for Part 87 continues to read as follows:

Authority: 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303, 307(e) unless otherwise noted. Interpret or apply 48 Stat. 1064-1068, 1081-1105, as amended, 47 U.S.C. 151-156, 301-609.

4. Section 87.5 is amended by revising the definition of "automatic weather observation station" to read as follows:

§ 87.5 Definitions.

* * * * *

Automatic weather observation station (AWOS) or automatic surface observation station (ASOS). A land station located at an airport and used to automatically transmit weather information to aircraft.

* * * * *

5. Section 87.131 is amended by adding a footnote to Aeronautical advisory entry and adding to the end of the table, an entry for Differential GPS to read as follows:

§ 87.131 Power and emissions.

* * * * *

| Class of station | Frequency band/frequency | Authorized emission(s) ⁹ | Maximum power ¹ |
|-----------------------------|--------------------------|-------------------------------------|----------------------------|
| Aeronautical advisory | VHF | A3E | 10 watts. ¹⁰ |
| * * * * * | | | |
| Differential GPS | VHF | G7D | Various. ² |

¹ The power is measured at the transmitter output terminals and the type of power is determined according to the emission designator as follows:

(i) Mean power (pY) for amplitude modulated emissions and transmitting both sidebands using unmodulated full carrier.

(ii) Peak envelope power (pX) for all emission designators other than those referred to in paragraph (i) of this note.

² Power and antenna height are restricted to the minimum necessary to achieve the required service.

⁹ Excludes automatic link establishment.

¹⁰ Power is limited to 0.5 watt, but may not exceed 2 watts when station is used in an automatic unattended mode.

6. Section 87.133 is amended by adding to the table in paragraph (a) in the (5) Band-100 to 137 MHz: entry, an

entry for Differential GPS to read as follows:

§ 87.133 Frequency stability.

(a) * * *

⁵ See 5. U.S.C. 801(a)(1)(A).

| Frequency band (lower limit exclusive, upper limit inclusive), and categories of stations | Tolerance ¹ | Tolerance ² |
|---|------------------------|------------------------|
| (5) Band-100 to 137 MHz: | | |
| Differential GPS | | 2 |

¹ This tolerance is the maximum permitted until January 1, 1990, for transmitters installed before January 2, 1985, and used at the same installation. Tolerance is indicated in parts in 10⁶ unless shown as Hertz (Hz).

² This tolerance is the maximum permitted after January 1, 1985 for new and replacement transmitters and to all transmitters after January 1, 1990. Tolerance is indicated in parts in 10⁶ unless shown as Hertz (Hz).

* * * * *

7. Section 87.137 is amended by adding to the table in paragraph (a) in

its alphabetical order, an entry for G7D to read as follows:

§ 87.137 Types of emission.

(a) * * *

| Class of emission | Emission designator | Authorized bandwidth (kilohertz) | | |
|-------------------|---------------------|----------------------------------|--------------|---------------------|
| | | Below 50 MHz | Above 50 MHz | Frequency deviation |
| G7D | 14K0G7D | | | 25 |

8. Section 87.139 is amended by revising the introductory text in paragraph (a), and paragraph (j) to read as follows:

§ 87.139 Emission limitations.

(a) Except for ELTs and when using single sideband (R3E, H3E, J3E), or frequency modulation (F9) or digital modulation (F9Y) for telemetry or telecommand in the frequency bands 1435–1535 MHz and 2310–2390 MHz or digital modulation (G7D) for differential GPS, the mean power of any emission

must be attenuated below the mean power of the transmitter (pY) as follows:

* * * * *

(j) When using G7D for differential GPS in the 112–118 MHz band, the amount of power during transmission under all operating conditions when measured over a 25 kHz bandwidth centered on either of the second adjacent channels shall not exceed – 25 dBm and shall decrease 5 dB per octave until – 52 dBm.

9. Section 87.171 is amended by adding in its alphabetical order the

symbol and class of station for DGP to read as follows:

§ 87.171 Class of station symbols.

* * * * *

DGP—Differential GPS.

* * * * *

10. Section 87.173 is amended by adding in numeric order the listing 112–118 MHz to read as follows:

§ 87.173 Frequencies.

* * * * *

(b) * * *

| Frequency or frequency band | Subpart | Class of station | Remarks |
|-----------------------------|---------|------------------|-------------------|
| 112–118 MHz | Q | DGP | Differential GPS. |

11. Section 87.187 is amended by revising paragraph (y) introductory text and the introductory text of paragraph (y)(4) to read as follows:

§ 87.187 Frequencies.

* * * * *

(y) Brief keyed RF signals (keying the transmitter by momentarily depressing the microphone “push-to-talk” button) may be transmitted from aircraft for the control of automated unicom on the unicom frequencies listed in paragraph

(y)(3) of this section, or for the control of airport lights on the following frequencies:

* * * * *

(4) Aviation support station frequencies listed in § 87.323(b): * * *

* * * * *

12. A new § 87.219 is added to Subpart G to read as follows:

§ 87.219 Automatic operations.

(a) A station operator need not be present when an automated unicom is in operation.

(b) Unicom operations in an automated mode must comply with the requirements of paragraphs (1)–(5) of this section, in addition to the requirements applicable to non-automated unicom operations.

(1) An automated unicom must transmit only in response to interrogating signals from aircraft,

including but not limited to the brief keyed RF signals specified in § 87.187(y).

(2) An automated unicom must monitor the unicom frequency prior to transmission, and provide a brief delay between the aircraft's interrogating signal and the automatic unicom's response.

(3) Automated advisory transmissions must be as brief as possible, and must never exceed one minute in length.

(4) An automated unicom may not provide weather information at an airport that has an operational, FAA-certified, automatic weather facility, unless the unicom itself is certified by the FAA.

(5) If weather information is provided by an automated unicom:

(i) weather sensors must be placed in order to adequately represent the weather conditions at the airport(s) to be served;

(ii) the weather information must be preceded by the word "advisory;"

(iii) the phrase "automated advisory" must be included when the weather information was gathered by real-time sensors or within the last minute; and,

(iv) the time and date of the last update must be included when the weather information was not gathered within the last minute.

(c) Only one automated unicom may be operated at an uncontrolled airport. Prior to the operation of an automated unicom at an airport with more than one unicom licensee, all of the licensees at that airport must sign a letter of agreement stating which licensee(s) control the automated unicom operations, and, if control is to be shared among several operators, how that control will be divided or scheduled. The original or a copy of the letter of agreement must be kept with each licensee's station records. Within 90 days of the date upon which a new unicom operator is licensed at an airport where more than one unicom is authorized, and an automated unicom is being operated, an amended letter of agreement that includes the new licensee's signature must be signed or automated unicom operations must cease.

13. Section 87.261 is amended by adding paragraphs (e) and (f) to read as follows:

§ 87.261 Scope of service.

* * * * *

(e) Mobile units may be operated under an aeronautical enroute station authorization so long as the units are limited to use at an airport and are only used to communicate with aircraft on the ground or the associated

aeronautical enroute station. Mobile units are further limited to operation on the VHF frequencies listed in 87.263(a)(1).

(f) Mobile units licensed under paragraph (e) of this section shall not be operated on air traffic control frequencies, nor cause harmful interference to, communications on air traffic control frequencies.

14. Section 87.419 is revised to read as follows:

§ 87.419 Supplemental eligibility.

Only one control tower or RCO will be licensed at an airport.

15. Section 87.475 is amended by adding paragraph (e) to read as follows:

§ 87.475 Frequencies.

* * * * *

(e) *Frequencies available for differential GPS stations.* Frequencies in the 112–118 MHz band may be assigned to Special Category I (SCAT-I) ground stations for differential GPS data links.

(1) The frequencies available are on 25 kHz centers with the lowest assignable frequency being centered at 112.000 MHz and the highest assignable frequency being centered at 117.950 MHz.

(2) Applicants must coordinate a frequency, time slot assignment, and three-letter identifier with the FAA and provide this information to the Commission upon application.

16. Subpart S is amended by revising the heading to read as follows:

Subpart S—Automatic Weather Stations (AWOS/ASOS)

17. Section 87.525 is revised to read as follows:

§ 87.525 Scope of service.

Automatic weather observation stations (AWOS) and automatic surface observation stations (ASOS) must provide up-to-date weather information including the time of the latest weather sequence, altimeter setting, wind speed and direction, dew point, temperature, visibility and other pertinent data needed at airports having neither a full-time control tower nor a full-time FAA Flight Service Station. When a licensee has entered into an agreement with the FAA, an AWOS or an ASOS may also operate as an automatic terminal information station (ATIS) during the control tower's operating hours.

18. Section 87.527 is amended by revising paragraphs (b) and (c) to read as follows:

§ 87.527 Supplemental eligibility.

* * * * *

(b) Eligibility for an AWOS, an ASOS, or an ATIS is limited to the owner or

operator of an airport or to a person who has entered into a written agreement with the owner or operator for exclusive rights to operate and maintain the station. Where applicable a copy of the agreement between the applicant and owner or operator of the airport must be submitted with an application.

(c) Only one AWOS, ASOS, or ATIS will be licensed at an airport.

19. Section 87.529 is amended by revising the fourth and fifth sentences to read as follows:

§ 87.529 Frequencies.

* * * Normally, frequencies available for air traffic control operations set forth in subpart E will be assigned to an AWOS, ASOS, or to an ATIS. When a licensee has entered into an agreement with the FAA to operate the same station as both an AWOS and as an ATIS, or as an ASOS and an ATIS, the same frequency will be used in both modes of operation.

[FR Doc. 99–12173 Filed 5–19–99; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 679

[Docket No. 990304062–9062–01; I.D. 051299E]

Fisheries of the Economic Exclusive Zone Off Alaska; Groundfish Fisheries by Vessels Using Hook-and-Line Gear in the Gulf of Alaska

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Closure.

SUMMARY: NMFS is prohibiting directed fishing for groundfish by vessels using hook-and-line gear in the Gulf of Alaska (GOA), except for sablefish or demersal shelf rockfish. This action is necessary because the second seasonal bycatch mortality allowance of Pacific halibut apportioned to hook-and-line gear targeting groundfish other than sablefish or demersal shelf rockfish in the GOA has been reached.

DATES: Effective 1200 hours, Alaska local time (A.l.t.), May 18, 1999, until 1200 hours, A.l.t., September 1, 1999.

FOR FURTHER INFORMATION CONTACT: Mary Furuness, 907–586–7228.

SUPPLEMENTARY INFORMATION: NMFS manages the groundfish fishery in the GOA exclusive economic zone