

compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to Pilatus Service Bulletin No: 27-003, dated March 8, 1999, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 610 33 51. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) The replacements, installations, and modification required by this AD shall be done in accordance with Pilatus Service Bulletin No: 27-003, dated March 8, 1999. 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Swiss AD HB 99-241, dated May 8, 1999.

(g) This amendment becomes effective on October 1, 1999.

Issued in Kansas City, Missouri, on August 3, 1999.

**Michael Gallagher,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-20568 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AAL-6]

#### Revision of Class D Airspace; Lake Hood, Elmendorf AFB, and Merrill Field, AK Revision of Class E Airspace; Elmendorf AFB and Merrill Field, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class D airspace at Lake Hood, AK, Elmendorf Air Force Base (AFB), AK, and Merrill Field, AK, as well as the Class E airspace (designated as surface areas) at Elmendorf AFB, AK, and Merrill Field, AK. The revision of the Anchorage, Alaska, Terminal Airspace Area segment boundaries affecting Lake Hood, AK, Elmendorf AFB, AK, and Merrill Field, AK, made this action necessary. With the exception of the

internal boundary between Merrill Field, AK, and Lake Hood, AK, airspace areas, the adoption of this rule will result in the alignment of Class D airspace to coincide with the revised Anchorage Terminal Airspace segment boundaries, eliminating chart clutter and confusion between segment, Class D boundaries, and Class E boundaries. The adoption of this rule will also align the Elmendorf AFB, AK, and Merrill Field, AK, Class E airspace areas (designated as surface areas) with the Class D boundaries.

**EFFECTIVE DATE:** 0901 UTC, November 4, 1999.

**FOR FURTHER INFORMATION CONTACT:** Robert Durand, Operations Branch, AAL-531, 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 October 1, 1997, the FAA published a Notice of Proposed Rulemaking (NPRM) in the **Federal Register** (62 FR 190) to revise the Anchorage, Alaska, Terminal Area (Docket No. 29029, Notice No. 97-14). In this rulemaking, the segment boundaries for the Merrill, Lake Hood, and Elmendorf AFB segments were revised. On March 29, 1999, the FAA published the final rule in the **Federal Register** (62 FR 14971) for the Anchorage, Alaska, Terminal Area, revising boundaries and descriptions for each segment with the effective date as June 17, 1999.

On April 20, 1999 a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class D and Class E airspace in the Anchorage, Alaska, Terminal Area was published in the **Federal Register** (64 FR 19310). The proposal was necessary to match the Class D and Class E airspace boundaries to the changes in segment boundaries in the Anchorage, Alaska, Terminal Area published in airspace docket 29029.

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, however, the coordinates for West High School, Ship Creek, and Point Noname were published with errors. The corrected coordinates for West High School are 61°12'01"N., 149°55'00"W.; Ship Creek are 61°13'26"N., 149°53'37"W.; and Point

Noname are 61°15'36"N., 149°55'39"W. Additionally, the Class D internal boundary between Lake Hood, AK, and Merrill Field, AK, was modified at the request of Merrill Field and Anchorage Airport Traffic Control Towers (ATCT) to return to the pre-existing boundaries for the following reasons: (1) increase lateral separation between Merrill Field's West High and Chester Creek arrival and departure routes; (2) increased lateral separation between Merrill Field traffic and Lake Hood traffic; (3) operational advantage to both Lake Hood ATCT and Merrill Field ATCT whereas aircraft traversing from Point MacKenzie Visual Check Point to the West High School Visual Check Point would not be spilling over into Lake Hood Class D airspace, requiring additional Lake Hood ATCT to Merrill Field ATCT coordination and communication; and (4) operational advantage to both Lake Hood ATCT and Merrill Field ATCT whereas aircraft, avoiding direct overflight of West High School, flying south of and around the school (current operational standard) would not be spilling over into Lake Hood Class D airspace.

The boundary change between Lake Hood and Merrill Field Class D airspaces is an internal boundary modification and does not affect the external Class D boundaries. The Lake Hood Class D airspace description will now read "\* \* \* \* \* within a line beginning at Point Mackenzie, thence direct to the Mouth of Fish Creek, thence direct to the Northern Lights Boulevard (Blvd) railroad bridge, thence direct to the intersection of Tudor Road and the New Seward Highway, \* \* \* \* \* The Merrill Field Class D and Class E airspace descriptions will now read "\* \* \* \* \* west along Tudor Road to the New Seward Highway, thence direct to the Northern Lights Blvd railroad bridge, thence direct to the Mouth of Fish Creek, thence direct to Point MacKenzie, \* \* \* \* \* The coordinates for Northern Lights Blvd railroad bridge and Mouth of Fish Creek have been added: Northern Lights Blvd railroad bridge (lat. 61°11'43"N., long 149°55'48"W.) and Mouth of Fish Creek (lat. 61°12'21"N., long. 149°55'59"W.).

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 change 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 D airspace areas are published in paragraph 5000 and the Class E

airspace designated as surface areas are published in paragraph 6002 in 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 D and 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 Class D and Class E airspace in the Anchorage, Alaska, Terminal Area. With the exception of the internal boundary between Merrill Field, AK, and Lake Hood, AK, airspace areas, the intended effect of this action is to align the Class D airspace boundaries at Lake Hood, Elmendorf AFB, and Merrill Field, AK, to match the revised Anchorage, Alaska, Terminal Area segment boundaries and align the Class E airspace areas at Elmendorf AFB, AK, and Merrill Field, AK, to match the Class D boundaries.

The FAA has determined that these proposed 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, when promulgated, 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 5000 Class D Airspace*

\* \* \* \* \*

**AAL AK D Anchorage, Elmendorf AFB, AK [Revised]**

Anchorage, Elmendorf AFB, AK  
(Lat. 61°15'11" N., long. 149°47'38" W.)  
Point Noname  
(Lat. 61°15'36" N., long. 149°55'39" W.)  
Ship Creek  
(Lat. 61°13'26" N., long. 149°53'37" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within a line beginning at Point Noname; thence via the north bank of the Knik Arm to the intersection of the 4.7-mile radius of Elmendorf AFB; thence clockwise along the 4.7-mile arc of Elmendorf AFB to long. 149°46'44" W., thence south along long. 149°46'44" W. to lat. 61°19'10" N., thence to lat. 61°17'58" N. long. 149°44'08" W., thence to lat. 61°17'30" N. long. 149°43'08" W., thence south along long. 149°43'08" W. to the Glenn Highway, thence south and west along the Glenn Highway to Muldoon Road, thence direct to the Mouth of Ship Creek, thence direct to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

**AAL AK D Anchorage, Lake Hood, AK [Revised]**

Anchorage, Lake Hood, AK  
(Lat. 61°10'48" N., long. 149°58'19" W.)  
Anchorage Air Traffic Control Tower  
(Lat. 61°10'36" N., long. 149°58'59" W.)  
Point MacKenzie  
(Lat. 61°14'14" N., long. 149°59'12" W.)  
Northern Lights Blvd Railroad Bridge  
(Lat. 61°11'43" N., long. 149°55'48" W.)  
Mouth of Fish Creek  
(Lat. 61°12'21" N., long. 149°55'59" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at Point Mackenzie, thence direct to the Mouth of Fish Creek, thence direct to the Northern Lights Blvd railroad bridge, thence direct to the intersection of Tudor Road and the New Seward Highway, thence south along the New Seward Highway to the 090° bearing from the Anchorage Air Traffic Control Tower, thence west direct to the Anchorage Air Traffic Control Tower, thence north along the 350° bearing from the Anchorage Air Traffic Control Tower to the north bank of

Knik Arm, thence via the north bank of Knik Arm to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace.

\* \* \* \* \*

**AAL AK D Anchorage, Merrill Field, AK [Revised]**

Anchorage, Merrill Field, AK  
(Lat. 61°12'52" N., long. 149°50'46" W.)  
Point Noname  
(Lat. 61°15'36" N., long. 149°55'39" W.)  
Point MacKenzie  
(Lat. 61°14'14" N., long. 149° 59'12" W.)  
Ship Creek  
(Lat. 61°13'26" N., long. 149°53'37" W.)  
Northern Lights Blvd Railroad Bridge  
(Lat. 61°11'43" N., long. 149°55'48" W.)  
Nouth of Fish Creek  
(Lat. 61°12'21" N., long. 149°55'59" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at Point Noname, thence direct to the Mouth of Ship Creek, thence direct to the intersection of the Glenn Highway and Muldoon Road, thence south along Muldoon Road to Tudor Road, thence west along Tudor Road to the New Seward Highway, thence direct to the Mouth of Fish Creek, thence direct to the Northern Lights Blvd railroad bridge, thence direct to Point MacKenzie, thence via the north bank of Knik Arm to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class D airspace area is effective during the specific dates and times established in advance by a 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 surface areas*

\* \* \* \* \*

**AAL AK E2 Anchorage, Elmendorf AFB, AK [Revised]**

Anchorage, Elmendorf AFB, AK  
(Lat. 61°15'11" N., long. 149°47'38" W.)  
Point Noname  
(Lat. 61°15'36" N., long. 149°55'39" W.)  
Ship Creek  
(Lat. 61°13'26" N., long. 149° 53'37" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within a line beginning at Point Noname; thence via the north bank of the Knik Arm to the intersection of the 4.7-mile radius of Elmendorf AFB; thence clockwise along the 4.7-mile arc of Elmendorf AFB to long. 149°46'44" W., thence south along long. 149°46'44" W. to lat. 61°19'10" N., thence to lat. 61°17'58" N. long. 149°44'08" W., thence to lat. 61°17'30" N. long. 149°43'08" W., thence south along long. 149°43'08" W. to the Glenn Highway, thence south and west along the Glenn Highway to Muldoon Road, thence direct to the Mouth of Ship Creek, thence direct to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective

date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

AAL AK E2 Anchorage, Merrill Field, AK [Revised]

Anchorage, Merrill Field, AK (Lat. 61°12'52" N., long. 149°50'46" W.)

Point Noname

(Lat. 61°15'36" N., long. 149°55'39" W.)

Point MacKenzie

(Lat. 61°14'14" N., long. 149°59'12" W.)

Ship Creek

(Lat. 61°13'26" N., long. 149°53'37" W.)

Northern Lights Blvd railroad Bridge

(Lat. 61°11'43" N., long. 149°55'48" W.)

Mouth of Fish Creek

(Lat. 61°12'21" N., long. 149°55'59" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a line beginning at Point Noname, thence direct to the Mouth of Ship Creek, thence direct to the intersection of the Glenn Highway and Muldoon Road, thence south along Muldoon Road to Tudor Road, thence west along Tudor Road to the New Seward Highway, thence direct to the Mouth of Fish Creek, thence direct to the Northern Lights Blvd railroad bridge, thence direct to Point MacKenzie, thence via the north bank of Knik Arm to the point of beginning; excluding that airspace within the Anchorage International Airport, AK, Class C airspace. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Anchorage, AK, on August 6, 1999.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 99-21039 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AEA-06]

Establishment of Class E Airspace: Ossining, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Ossining, NY. The development of a Standard Instrument Approach Procedure (SIAP), 014 helicopter Point in Space approach, based on the Global Positioning System (GPS) for the General Electric Company, Ossining, NY

requires the establishment of controlled airspace extending upward from 700 feet Above Ground Level (AGL) to accommodate the SIAP.

EFFECTIVE DATE: 0901 UTC, Sept. 7, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA-520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On June 9, 1999, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to establish Class E airspace at Ossining, NY was published in the Federal Register (64 FR 30928). A GPS helicopter Point in Space, Standard Instrument Approach Procedure (SIAP) has been developed for the General Electric Helipad, Ossining, NY. Controlled airspace extending upward from 700 feet AGL is needed to accommodate the SIAP.

The notice proposed to establish controlled airspace extending upward from 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning 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 to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, 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 Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes Class E airspace at Ossining, NY extending upward from 700 feet AGL for aircraft executing the GPS helicopter Point in Space SIAP to the General Electric helipad.

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 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—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

\* \* \* \* \*

AEA NY E5 Ossining, NY [New]

General Electric Company Helipad, NY (Lat. 41°11'16.38" N. x long. 73°52'05.81" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of General Electric Helipad.

\* \* \* \* \*

Issued in Jamaica, New York, on August 7, 1999.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region. [FR Doc. 99-21020 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M