

(1) Modify the thrust reverser electrical control system and thrust reverser indication and warning system, in accordance with Fokker Service Bulletin SBF100-78-014, Revision 2, dated May 1, 1999, including Attachment 1 (undated).

(2) Modify the aft engine cowlings in accordance with Fokker Component Service Bulletins P41440-78-04 and P41440-78-05, both dated August 15, 1998.

**Note 2:** Operators should note that related FAA Rules Docket No. 98-NM-328-AD requires accomplishment of Fokker Service Bulletin SBF100-31-051. That service bulletin specifies prior or concurrent accomplishment of SBF100-78-014 which specifies concurrent accomplishment of Fokker Component Service Bulletin (CSB) P41440-78-04, and prior or concurrent accomplishment of Fokker Service Bulletin SBF-100-78-012 and Fokker CSB P41440-78-05].

**Note 3:** Accomplishment of the actions required by paragraph (f)(1) of this AD prior to the effective date of this AD in accordance with Fokker Service Bulletin SBF100-78-014, Revision 1, dated December 15, 1998; as revised by Change Notice 1, dated December 18, 1998, and Change Notices 2 and 3, both dated January 29, 1999; is acceptable for compliance with the actions required by that paragraph.

**Alternative Methods of Compliance**

(g)(1) 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.

(g)(2) Alternative methods of compliance, approved previously in accordance with AD 96-26-03, amendment 39-9866 for accomplishment of paragraph (c) of that AD, are approved as alternative methods of compliance with paragraph (a) of this AD.

**Note 4:** 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**

(h) 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**

(i) Except as provided by paragraphs (c), (d), and (e), the actions shall be done in accordance with Fokker Service Bulletin SBF100-78-012, dated November 22, 1996; Fokker Service Bulletin SBF100-24-034, Revision 1, dated September 12, 1996; Fokker Service Bulletin SBF100-78-013, dated November 22, 1996; Fokker Service Bulletin SBF100-78-014, Revision 2, dated May 1, 1999, including Attachment 1 (undated);

Fokker Component Service Bulletin P41440-78-04, dated August 15, 1998; and Fokker Component Service Bulletin P41440-78-05, dated August 15, 1998; as applicable.

(i)(1) The incorporation by reference of Fokker Service Bulletin SBF100-78-014, Revision 2, dated May 1, 1999, including Attachment 1 (undated); Fokker Component Service Bulletin P41440-78-04, dated August 15, 1998; and Fokker Component Service Bulletin P41440-78-05, dated August 15, 1998; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Fokker Service Bulletin SBF100-78-014, Revision 2, dated May 1, 1999, including Attachment 1 (undated), contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1-62 .....	2	May 1, 1999.
ATTACHMENT 1		
1-53 .....	.....	Not Dated.

(i)(2) The incorporation by reference of Fokker Service Bulletin SBF100-78-012, dated November 22, 1996; Fokker Service Bulletin SBF100-24-034, Revision 1, dated September 12, 1996; and Fokker Service Bulletin SBF100-78-013, dated November 22, 1996; was approved previously by the Director of the Federal Register as of January 21, 1997 (62 FR 604, January 6, 1997).

(i)(3) Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, The Netherlands. 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 5:** The subject of this AD is addressed in Dutch airworthiness directive BLA 1996-140/2, dated August 31, 1998.

(j) This amendment becomes effective on October 27, 1999.

Issued in Renton, Washington, on September 13, 1999.

**D. L. Rigglin,**

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

[FR Doc. 99-24279 Filed 9-21-99; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99-ASW-01]

**Establishment of Class D Airspace; Sugar Land, TX**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class D airspace extending upward from the surface to and including 2,600 feet mean sea level (MSL), within a 4.2-mile radius of the Sugar Land Municipal/Hull Field, Sugar Land, TX. This action is prompted by a non-federal air traffic control tower that currently operates during specified hours at this airport. The intended effect of this rule is to provide adequate controlled airspace for aircraft operating in the vicinity of Sugar Land Municipal/Hull Field, Sugar Land, TX.

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

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:**

**History**

On March 4, 1999, a proposal to amend 14 CFR part 71 to establish Class D and Class E airspace at Sugar Land, TX, was published in the **Federal Register** (64 FR 10410). The proposal was to establish Class D and Class E airspace extending upward from the surface to and including 2,600 feet MSL, within a 4.2-mile radius of the Sugar Land Municipal/Hull Airport, Sugar Land, TX. This action is prompted by a non-federal air traffic control tower that currently operates during specified hours at this airport. The published notice proposed to establish Class E airspace to protect aircraft operations while the control tower was not operating. However, the necessary weather equipment is not available, therefore, the Class D airspace will revert to Class G airspace when the control tower is not in operation. The intended effect of this rule is to provide adequate controlled airspace for aircraft operating in the vicinity of Sugar Land Municipal/Hull Field, Sugar Land, TX.

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 with the exception of inserting "Municipal" after Sugar Land in the description of the airport and changing Hull "Airport" to Hull "Field".

The coordinates for this airspace docket are based on North American Datum 83. Designated Class D airspace areas are published in Paragraph 5000 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 D airspace designations listed in this document will be published subsequently in the order.

**The Rule**

This amendment to 14 CFR Part 71 establishes Class D airspace, at Sugar Land, TX, extending upward from the surface to and including 2,600 feet MSL, within a 4.2-mile radius of the Sugar Land Municipal/Hull Field, Sugar Land, TX.

The FAA has determined that this regulation only involves an established body of technical regulations that require frequent and routine amendments 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 the 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 areas.*

\* \* \* \* \*

**ASW TX D Houston Sugar Land Municipal/Hull Field, TX [New]**

Sugar Land, Sugar Land Municipal/Hull Field, TX  
(Lat. 29°37'20" N., long. 095°39'24" W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.2-mile radius of Sugar Land Municipal/Hull Field. This Class D airspace 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 Fort Worth, TX, on September 14, 1999.

**Robert N. Stevens,**

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

[FR Doc. 99-24653 Filed 9-21-99; 8:45 am]

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**DEPARTMENT OF ENERGY**

**Federal Energy Regulatory Commission**

**18 CFR Parts 153, 157 and 375**

[Docket No. RM98-16-000; Order No. 608]

**Collaborative Procedures for Energy Facility Applications**

Issued September 15, 1999.

**AGENCY:** Federal Energy Regulatory Commission, DOE.

**ACTION:** Final rule.

**SUMMARY:** The Federal Energy Regulatory Commission, (Commission) is issuing a final rule to expand its procedural regulations governing the authorization of natural gas facilities and services. The regulations offer prospective applicants seeking to construct, operate or abandon natural gas facilities or services the option, in appropriate circumstances and prior to filing an application, of designing a collaborative process that includes environmental analysis and issue resolution. This pre-filing collaborative process is comparable to the process the Commission adopted two years ago with respect to applications for hydroelectric licenses, amendments and exemptions and, like those regulations, is optional and is designed to be adaptable to the facts and circumstances of the particular case. The regulations do not delete or replace any existing regulations.

**EFFECTIVE DATE:** This rule is effective October 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Richard Hoffman, Office of Pipeline Regulation, 888 First Street, NE,

Washington, DC 20426, (202) 208-0066  
Gordon Wagner, Office of the General Counsel, 888 First Street, NE, Washington, DC 20426, (202) 219-0122.

**SUPPLEMENTARY INFORMATION:** In addition to publishing the full text of this document in the **Federal Register**, the Commission also provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in the Public Reference Room at 888 First Street, NE, Room 2A, Washington, DC 20426.

The Commission Issuance Posting System (CIPS) provides access to the texts of formal documents issued by the Commission from November 14, 1994, to the present. CIPS can be accessed via Internet through FERC's Home page (<http://www.ferc.fed.us>) using the CIPS Link or the Energy Information Online icon, or by going directly to the following address: <http://cips.ferc.fed.us/cips/default.htm>. Documents will be available on CIPS in ASCII and WordPerfect 8.0. User assistance is available at 202-208-2474 or by E-mail to [cipsmaster@ferc.fed.us](mailto:cipsmaster@ferc.fed.us).

This document is also available through the Commission's Records and Information Management System (RIMS), an electronic storage and retrieval system of documents submitted to and issued by the Commission after November 16, 1981. Documents from November 1995 to the present can be viewed and printed. RIMS is available in the Public Reference Room or remotely via Internet through FERC's Home Page using the RIMS link or the Energy Information Online icon, or by going directly to the following address: <http://rimswb1.ferc.fed.us/rims>. User assistance is available at 202-208-2222, or by E-mail to [rimsmaster@ferc.fed.us](mailto:rimsmaster@ferc.fed.us).

Finally, the complete text on diskette in WordPerfect format may be purchased from the Commission's copy contractor, RVJ International, Inc. RVJ International, Inc. is located in the Public Reference Room at 888 First Street, NE, Washington, DC 20426.

**I. Introduction**

The Federal Energy Regulatory Commission (Commission) is expanding its procedural regulations governing the authorization of natural gas facilities and services to offer prospective applicants seeking to construct, operate or abandon natural gas facilities or services the option, in appropriate circumstances and prior to filing an application, of using a collaborative process to identify and resolve significant issues. In addition, a