

(44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 a new airworthiness directive (AD) to read as follows:

99-20-11 Burkhart Grob Luft-Und Raumfahrt GmbH & CO KG:

Amendment 39-11341; Docket No. 99-CE-68-AD.

Applicability: The following sailplane models and serial numbers, certificated in any category:

Model	Serial Numbers
G103 TWIN II	3501 through 3729.
G103A TWIN II ACRO.	3501K through 3729K.

Note 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent the inability to use the rear control stick because of a cracked knurled nut, which could result in loss of control of

the sailplane during flight instruction operations, accomplish the following:

(a) Prior to each flight, check the fastening (knurled) nut at the rear control stick for cracks.

(b) At whichever of the following times that occurs first, replace the knurled nut at the rear control stick with a stainless steel nut, part number 103-4205.03/2. This part is included with Grob Service Bulletin 315-61/2, dated June 28, 1999:

(1) Prior to further flight if any cracked knurled nut is found during any preflight check required by paragraph (a) of this AD; or

(2) Within the next 4 calendar months after the effective date of this AD if no cracks are found during any preflight check required by paragraph (a) of this AD.

(c) Replacing the knurled nut at the rear control stick with a stainless steel nut, part number 103-4205.03/2, is considered terminating action for the preflight checks required by paragraph (a) of this AD.

(d) The preflight checks required by paragraph (a) of this AD may be accomplished by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) As of the effective date of this AD, no person may install, on any affected sailplane, a knurled nut at the rear control stick that is not part number 103-4205.03/2.

(f) 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 sailplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(h) Questions or technical information related to Grob-Werke GmbH & Co., Aerospace Division, P.O. Box 12 57, D-87712 Mindelheim, Federal Republic of Germany; telephone: ++ 49 8268 998-0; facsimile: ++ 49 8268 988-190. 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.

Note 3: The subject of this AD is addressed in German AD 1999-216/2, dated July 15, 1999, and in Grob Service Bulletin 315-61/2, dated June 28, 1999.

(i) This amendment becomes effective on October 21, 1999.

Issued in Kansas City, Missouri, on September 20, 1999.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-25220 Filed 9-28-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AWP-8]

Correction of Class D Airspace; Bullhead City, AZ

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which corrects the Class D airspace area at Laughlin/Bullhead International Airport, Bullhead City, AZ. On January 4, 1996, the Class D airspace ceiling of Laughlin/Bullhead International Airport was published and charted in error as 2,500 feet Above Ground Level (AGL). FAA Order 7400.9G requires all altitudes to be published in feet above Mean Sea Level (MSL). The corrected altitude of 3,200 feet MSL will not change the boundaries or volume of Class D airspace area associated with Laughlin/Bullhead International Airport but will only correct the ceiling of existing Class D airspace area from an AGL height to reflect the same altitude using MSL.

EFFECTIVE DATE: 0901 UTC September 9, 1999.

ADDRESSES: Send comments on the direct final rule confirmation date in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 99-AWP-8, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Air Traffic Division, Airspace Specialist, AWP-520.1, Western-Pacific Region, Federal

Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION: On July 28, 1999, the FAA published in the **Federal Register** a direct final rule; request for comments, which corrected the Class D airspace at Bullhead City, AZ, by changing the ceiling of the Class D from 2,500 feet above ground level to 3,200 feet mean sea level. (FR Document 99-17173, 64 FR 40745, Airspace Docket No. 99-AWP-8). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 9, 1999. No adverse comments were received; therefore this document confirms that this direct final rule will become effective on that date.

Issued in Los Angeles, California, on September 9, 1999.

John G. Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99-25224 Filed 9-28-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AEA-11]

Amendment to Class E Airspace; Moundsville, WV

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Marshall County Airport, Moundsville, WV. The development of a Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) has made this action necessary.

Amendments to the controlled airspace extending upward from 700 Feet Above Ground Level (AGL) are needed to accommodate the SIAP and for Instrument Flight Rules (IFR) operations at the airport.

EFFECTIVE DATE: 0901 UTC, October 15, 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 July 13, 1999, a notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by extending the Class E airspace extending upward from 700 feet above the surface at Marshall County Airport, Moundsville, WV was published in the **Federal Register** (64 FR 1331).

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 7400.9G, 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 amended in the order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides controlled Class E airspace extending upward from 700 feet AGL for aircraft executing SIAPs at Marshall County Airport.

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 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]

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 areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AEA WV E5, Moundsville, WV [Revised]

Marshall County Airport, Moundsville, WV (Lat. 39°52'85"N., long. 80°44'85"W.)

That airspace extending upward from 700 feet above the surface within a 6.2 mile radius of Marshall County Airport and within 2 miles each side of a 051° bearing from the Marshall County Airport, extending from the 6.2 mile radius of the airport to 12 miles northeast of the airport.

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Issued in Jamaica, New York on September 13, 1999.

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 99-25063 Filed 9-28-99; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 622

[Docket No. 990330083-9166-02; I.D. 091499E]

RIN 0648-AK32

Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Shrimp Fishery of the Gulf of Mexico; Effective Date Notification and Office of Management and Budget (OMB) Control Numbers

AGENCY: National Marine Fisheries Service, (NMFS), National Oceanic and