

## 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:

**Saab Aircraft AB:** Docket 99–NM–126–AD.

**Applicability:** Model SAAB 2000 series airplanes, serial numbers 004 through 063 inclusive, certificated in any category.

**Note 1:** This AD applies to each airplane 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 airplanes 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 (d) 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, unless accomplished previously.

To prevent fatigue failure of the piston in the retract actuator of the main landing gear (MLG) and reduced structural integrity of the MLG, accomplish the following:

#### Inspection

(a) Within 3 days after the effective date of this AD, perform a measurement of the extension of the piston (ramrod) in the retract actuator of the MLG in accordance with Saab Service Bulletin 2000–A32–052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999. If the extension of the piston is less than 0.59 inches (15 millimeters), prior to further flight, perform the action required by either paragraph (b)(1) or (b)(2) of this AD.

#### Replacement

(b) Prior to the accumulation of 5,000 total flight cycles, or within 2 months after the effective date of this AD, whichever occurs later, accomplish the requirement specified in either paragraph (b)(1) or (b)(2) of this AD in accordance with Saab Service Bulletin 2000–A32–052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999. Thereafter, repeat the action required by either paragraph (b)(1) or (b)(2) of this AD at intervals not to exceed 5,000 flight cycles.

(1) Replace the retract actuator with a repaired retract actuator.

(2) Replace the piston in the retract actuator with a new piston.

#### Spares

(c) As of the effective date of this AD, no person shall install on any airplane, a retract

actuator, part number (P/N) AIR86482–1 through AIR86482–4 inclusive, unless it has been repaired in accordance with Saab Service Bulletin 2000–A32–052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999.

#### Alternative Methods of Compliance

(d) 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.

**Note 2:** 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

(e) 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.

**Note 3:** The subject of this AD is addressed in Swedish airworthiness directive SAD No 1–138, dated March 16, 1999.

Issued in Renton, Washington, on November 8, 1999.

**D.L. Riggins,**

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

[FR Doc. 99–29741 Filed 11–12–99; 8:45 am]

BILLING CODE 4910–13–U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–AWA–12]

RIN 2120–AA66

### Proposed Revision to the Legal Description of the Burlington International Class C Airspace Area; VT

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to revise the legal description of the Burlington, VT, Class C airspace area by changing the operating hours to be consistent with the current operational requirements. Specifically, the Class C airspace area, as proposed, would be designated effective during the specific days and hours of operation of the

Burlington Tower and Approach Control facility as established in advance by a Notice to Airmen (NOTAM). The effective dates and times would thereafter be continuously published in the Airport/Facility Directory. This proposed action would not change the actual dimensions, configuration, or operating requirements of the Burlington Class C airspace area.

**DATES:** Comments must be received on or before December 27, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC–200, Airspace Docket No. 99–AWA–12, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following Internet address:

nprmcmts@mail.hq.faa.gov. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

#### FOR FURTHER INFORMATION CONTACT:

Terry Brown, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to Airspace Docket No. 99–AWA–12.” The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be

considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661), using a modem and suitable communications software.

Internet users may reach the FAA's web page at <http://www.faa.gov> or the **Federal Register's** web page at <http://www.access.gpo.gov/nara> for access to recently published rulemaking documents.

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, Attention: Airspace and Rules Division, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3075.

Communications must identify the docket number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should contact the Federal Aviation Administration, Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

#### Background

The Burlington Airport Traffic Control Tower is reducing its hours of operation. The Burlington Class C airspace area remains an essential safety measure in support of the ongoing airport operation requirements.

#### The Proposal

The FAA proposes to amend 14 CFR part 71 by revising the legal description of the Burlington Class C airspace area located at Burlington, VT. The FAA proposes to use the operating hours for the Class C airspace area which are consistent with the current requirements. It is proposed that the Class C airspace area would be designated effective during the specific days and hours of operation of the Burlington facility as established in advance by NOTAM. The proposed action is a technical amendment to the

legal description and would not change the actual dimensions, configuration, or operating requirements of the Burlington Class C airspace area.

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 proposed 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) 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 proposed 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.

The coordinates for this airspace docket are based on North American Datum 83. Class C airspace designations are published in paragraph 4000 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 C airspace designation listed in this document would be published subsequently in the Order.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

#### Paragraph 4000—Subpart C—Class C Airspace

\* \* \* \* \*

#### Burlington International Airport, VT [Revised]

Burlington International Airport, VT  
(Lat. 44°28'17" N., long. 73°09'10" W.)

That airspace extending upward from the surface to and including 4,400 feet MSL within a 5-mile radius of the Burlington International Airport, and that airspace extending upward from 2,200 feet MSL to 4,400 feet MSL within a 10-mile radius of Burlington International Airport from the 360° bearing from the airport clockwise to the 180° bearing from the airport, excluding the airspace within Restricted Area R-6501; and that airspace extending upward from 1,500 feet MSL to 4,400 feet MSL within a 10-mile radius of the airport from the 180° bearing from the airport clockwise to the 360° bearing from the airport. This Class C 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 Washington, DC, on November 4, 1999.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 99-29682 Filed 11-12-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ANM-11]

#### Proposed Establishment of Class D Airspace; Jackson, WY

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

**ACTION:** Notice of Proposed Rulemaking (NPRM).

**SUMMARY:** This proposal would establish the Jackson, WY, Class D surface area airspace to accommodate the procedures associated with the operation of a new Airport Traffic Control Tower (ATCT) under construction at Jackson Hole Airport, Jackson, WY.

**DATES:** Comments must be received on or before December 30, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, Airspace Branch, ANM-520, Federal Aviation Administration, Docket No. 99-ANM-11, 1601 Lind Avenue SW, Renton, Washington 98055-4056.

The official docket may be examined in the office of the Assistant Chief Counsel for the Northwest Mountain Region at the same address.