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 (c) 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 detect and correct a rotated, damaged, or missing lock bolt, which could result in disengagement of the pintle pin from the bearing, and consequent collapse of the main landing gear (MLG) during landing, accomplish the following:

Inspection

(a) Perform a detailed visual inspection to detect discrepancies (rotation, damage, and absence) of the lock bolt for the pintle pin on the MLG, in accordance with Airbus All Operator Telex (AOT) 32–17, Revision 01, dated November 6, 1997, Airbus Service Bulletin A320–32–1187, dated June 17, 1998, or Airbus Service Bulletin A320–32–1187, Revision 01, dated February 17, 1999, at the latest of the times specified in paragraphs (a)(1), (a)(2), and (a)(3) of this AD. If any discrepancy is detected, prior to further flight, perform corrective actions, as applicable, in accordance with the AOT or service bulletin. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles or 15 months, whichever occurs first. After the effective date of this AD, only Airbus Service Bulletin A320–32–1187, Revision 01, dated February 17, 1999, shall be used for compliance with this paragraph.

(1) Within 30 months since the airplane's date of manufacture or prior to the accumulation of 2,000 total flight cycles, whichever occurs first.

(2) Within 15 months or 1,000 flight cycles after the last gear replacement or accomplishment of Airbus Industrie Service Bulletin A320–32–1119, dated June 13, 1994, whichever occurs first.

(3) Within 500 flight cycles after August 12, 1998 (the effective date of AD 98–14–11, amendment 39–10644).

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.''

One-Time Follow-On Actions

(b) For airplanes on which the actions described in paragraph 2.B.(2)(c) of Airbus Service Bulletin A320–32–1187, Revision 01, dated February 17, 1999, have not been accomplished: At the time of the initial inspection or the next repetitive inspection required by paragraph (a) of this AD, perform the applicable one-time follow-on actions (including retorquing the forward pintle pin lock bolt and applying sealant to the head of the lock bolt), in accordance with section 2.B.(2)(c) of the Accomplishment Instructions of Airbus Service Bulletin A320–32–1187, Revision 01, dated February 17, 1999.

Alternative Methods of Compliance

(c) 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 request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 3: 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

(d) 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 4: The subject of this AD is addressed in French airworthiness directive 97–385–112(B)R1, dated October 21, 1998.

Issued in Renton, Washington, on February 17, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–4336 Filed 2–23–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–AAL–24]

Proposed Establishment of Class E Airspace; Yukon-Kuskokwim Delta, Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to establish Class E airspace over the Yukon-Kuskokwim (Y–K) Delta area in southwest Alaska in support of the Capstone Research and Development (R&D) project. Specifically, this action proposes to establish controlled airspace extending from 1,200 feet above ground level (AGL) upwards to the base of the existing Class E airspace of 14,500 feet above mean sea level (MSL) within an area bounded by lat. 58° 25′ 36″ N long. 158° 00′ W, to lat. 57° 50′ N long. 158° 00′ W, to lat. 57° 50′ N long. 156° 00′ W, to lat. 64° 00′ N long. 156° 00′ W, to lat. 64° 00′ N long. 161° 41′ 24″ W, then via the 12 nautical mile limit to the point of beginning. The intended effect of this proposal is to provide adequate controlled airspace for commercial air carriers conducting Instrument Flight Rules (IFR) operations over southwest Alaska and validate new operational procedures and equipment in the IFR environment.

DATES: Comments must be received on or before April 10, 2000.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, AAL–530, Docket No. 99–AAL–24, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587.

The official docket may be examined in the Office of the Regional Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, Operations Branch, Air Traffic Division, at the address shown above and on the Internet at Alaskan Region's homepage at http://www.alaska.faa.gov/at or at address http://162.58.28.41/at.

FOR FURTHER INFORMATION CONTACT: Bob 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.

SUPPLEMENTARY INFORMATION:

Background

In a February 12, 1997, report to President Clinton on aviation safety and security, Chairman Vice President Al Gore reported that satellite-based navigation and positioning is a core element of our National Airspace System (NAS) modernization plans, and is critical to achieving a seamless, efficient global aviation system. Over the period of the past few years, the FAA has been working with commercial, military, and general aviation (GA) users to develop a global satellite-based navigation system independent of conventional ground navigation aids. Alaska and Hawaii were selected to pioneer this program through a R&D demonstration program called Capstone.

The Alaskan Region's ''Capstone Program'' is an accelerated effort to

improve aviation safety and efficiency through installation of government-furnished, GPS-based avionics and data link communications suites in most commercial aircraft serving the Yukon-Kuskokwim Delta area. Up to 200 aircraft will be equipped. Compatible ground systems, equipment, and services will also be provided. The name ''Capstone'' is derived from the program's effect of drawing and holding together concepts and recommendations contained in reports from the Radio Telecommunications Conference of America (RTCA), the National Transportation Safety Board (NTSB), the Mitre Corporation's Center for Advanced Aviation System Development (CAASD), and Alaskan aviation industry representatives. In addition to the avionics suites, Capstone will deploy a ground infrastructure for weather observation, data link communications, surveillance, and Flight Information Services (FIS) to improve safety and enable eventual implementation of new procedures. A successful Capstone demonstration will help validate these new procedures.

Under the FAA's ''Safe Flight 21 Program,'' some Capstone-equipped aircraft and the Capstone ground system infrastructure will be used beginning in January 2000 to validate three of the nine high priority Free Flight Operational Enhancements requested by the RTCA. Validation of other operational enhancements will be undertaken in future years. The first three enhancements to begin validation in Alaska are:

- Flight Information Services (FIS)
- Cost Effective, Controlled Flight Into Terrain (CFIT) Avoidance
- Enhanced See and Avoid

Test procedures, data collection, and analysis associated with the validations will be developed and implemented under the FAA's Safe Flight 21 Program administered by the Office of Communication, Navigation, and Surveillance Systems, AND–1.

Under Capstone, most of the commercial aircraft based in the test area will be equipped, on a voluntary basis, with government-furnished avionics. Certain other commercial and government aircraft regularly operating in the test area will also be equipped. Services provided through the avionics suite will improve the pilot's flight capabilities and situational awareness. The sample size will ensure that safety improvements and operational efficiencies are demonstrated in a substantial, statistical manner with the rest of Alaska serving as the test control area. Aircraft selected for the Capstone Program will receive:

- An IFR-certified GPS navigation receiver
- Automatic Dependent Surveillance-Broadcast (ADS–B) Transmitter/Receiver
- A moving map display with Traffic Information Service-Broadcast (TIS–B) traffic and terrain advisory services
- FIS providing weather maps, special use airspace status, wind shear alerts, NOTAMs, and PIREPs
- A multi-function color display

A data link network will be installed within existing FAA and Joint-use facilities at up to twelve (12) locations in the test area and connected via existing communications systems to FAA air traffic control facilities, service providers, and aircraft operator bases. To facilitate collection of test data, a common design will be used for Capstone as was used in the Cargo Airline Association (CAA) ADS–B demonstration in the Ohio Valley. Aircraft position reports will be made available to operators for flight following purposes. A ground broadcast server and a gateway processor will be installed at the Anchorage Air Route Traffic Control Center (ARTCC) to receive ADS–B aircraft position reports and data link messages from each remote site and interface them with the existing Micro Enroute Automated Radar Tracking System (Micro-EARTS). The Micro-EARTS and related subsystems will be programmed to integrate the ADS–B targets on one or more air traffic controller displays with radar tgargets. TIS–B will be implemented to enable the pilot of a Capstone-equipped aircraft to see both ADS–B and radar targets on the multi-function display.

Under the Capstone Program, the FAA will develop first-time, GPS-based, non-precision instrument approach to one or more runways at ten remote village airports. These airports were jointly recommended by the Alaska DOT/PF and the Alaska Air Carriers Association as the highest priority locations within the Capstone demonstration area for an instrument approach procedure. They are: Holy Cross, Kalskag, Kipnuk, Koliganek, Egegik, Mountain Village, Platinum, Scammon Bay, St. Michael, and Russian Mission. These airports have been GPS-surveyed for preparation for non-precision GPS instrument approach procedures. To conduct instrument approaches under FAR Part 121 or 135, weather reporting is essential. With budgetary limitations, these same airports are slated to receive automated weather reporting equipment during the Capstone program. Detailed information on the Capstone R&D program can be found on the Internet at Alaskan Region's homepage at http://www.alaska.faa.gov/capstone/.

The Capstone Program will enable delivery of improved weather products (text and graphics) to the pilot and test the GPS and data link technology as a ''proof of concept'' for the operational enhancements requested by RTCA. The program will also include training for pilots, operators, safety inspectors, air traffic control specialists, and technicians. The University of Alaska's Aviation Complex at Merrill Field will be used for many of these activities. The University will also be contracted to conduct an independent evaluation of system safety improvements and to document user benefits derived.

The purpose of this proposal is to create controlled airspace and infrastructure for IFR operations within the Yukon-Kushkokwim Delta area where uncontrolled airspace currently exists. This controlled airspace is needed to validate new operational procedures and equipment in the IFR environment. Additionally, this action will enhance flight safety, reduce the potential for midair collisions, improve operational efficiencies, and better manage air traffic operations.

Establishment of Class E airspace in this proposal will have an impact on pilots' flight visibility and cloud avoidance requirements when flying under Visual Flight Rules (VFR), during the day above 1,200 feet AGL and below 10,000 feet MSL. The flight visibility requirement will increase to three (3) statute miles. VFR weather minimums are shown in the following table extracted from 14 CFR 91.155 Basic VFR weather minimums:

BASIC VFR WEATHER MINIMUMS

	Flight visibility	Distance from clouds
Class G (uncontrolled):		
1,200 feet or less AGL, Day	1 statute mile	Clear of clouds.

BASIC VFR WEATHER MINIMUMS—Continued

	Flight visibility	Distance from clouds
1,200 feet or less AGL, Night	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
1,200 feet or more and less than 10,000 feet MSL, Day	1 statute mile	500 feet below. 1,000 feet above. 2,000 feet horizontal.
1,200 feet or more and less than 10,000 feet MSL, Night	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet AGL and at or above 10,000 feet MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.
Class E (controlled):		
Less than 10,000 MSL	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
At or above than 10,000 MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.

On February 25, 1999, the FAA initiated an environmental review, 99–AAL–024–NR, seeking public comment on the proposal to establish Class E airspace to encompass the Capstone Demonstration Area. In the environmental review solicitation, the FAA stated the desire to design and establish Class E airspace that will facilitate the development of the Capstone Demonstration and the transition to the future NAS Architecture with minimum impact on the environment. Significant environmental issues were not identified during the scoping process. Thus, this activity falls within a category of actions normally categorically excluded from documentation in an Environmental Assessment (EA) or Environmental Impact Statement (EIS).

On April 7, 1999, the FAA conducted a Preliminary Environmental Review. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, Procedures for considering Environmental Impacts, Order 1050.1, and is in compliance with the National Environmental Policy Act of 1969 and in accordance with the regulations promulgated by the Council on Environmental Quality, 40 CFR 1500 et seq. Thus, on April 13, 1999, the FAA signed the Categorical Exclusion Declaration. This review enabled the FAA to exclude this proposed action from further environmental documentation according to Order 1050.1, Policies and Procedures for Considering Environmental Impacts.

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 notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 99–AAL–24.'' 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 notice may be changed in light to comments received. All comments submitted will be available for examination in the Operations Branch, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, 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, using a modem and suitable communications software, 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).

Internet users may reach the **Federal Register's** web page for access to recently published rulemaking documents at http://www.access.gpo.gov/su__docs/aces140.html.

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Operations Branch, AAL–530, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should contact the individual(s) identified in the **FOR FURTHER INFORMATION CONTACT** section.

The Proposal

The FAA proposes to amend 14 CFR part 71 (part 71) by establishing Class E airspace within the Yukon-Kushkokwim Delta area in southwest Alaska. The intended effect of this proposal is to (1) provide adequate controlled airspace and infrastructure for commercial air carrier IFR operations and (2) validate new operational procedures and equipment in the IFR environment.

The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83.

The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document would be revised and published subsequently in the Order.

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).

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 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 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is to be amended as follows:

Paragraph 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.

* * * * *

AAL AK E5 Yukon-Kuskokwim Delta, AK [New]

That airspace extending upward from 1,200 feet above the surface within the area bounded by lat. 58°25′36″ N long. 158°00′ W, to lat. 57°50′ N. long. 158° 00′ W, to lat. 57°50′ N long. 156°00′ W, to lat. 64°00′ N long. 156°00′ W, to lat. 64°00′ N long. 161°41′24″ W, then via the 12 nautical mile limit to the point of beginning.

* * * * *

Issued in Anchorage, AK, on February 9, 2000.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 00–3699 Filed 2–23–00; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 101

[Docket No. 00N–0506]

Safety Issues Associated With Dietary Supplement Use During Pregnancy; Public Meeting

AGENCY: Food and Drug Administration, HHS.

ACTION: Announcement of public meeting.

SUMMARY: The Food and Drug Administration (FDA) is announcing a public meeting on safety issues associated with dietary supplement use during pregnancy. The purpose of this meeting is to obtain public comment on safety concerns that have been raised regarding structure/function claims for dietary supplements used during pregnancy. On January 6, 2000, FDA published a final rule on statements that may be made for dietary supplements concerning the effect of the product on the structure or function of the body. FDA has since received comments from public health professionals and others concerned about the safety of using dietary supplements during pregnancy. The public meeting is intended to give the public an opportunity to comment on these issues.

DATES: The meeting will be held on April 24, 2000, from 9 a.m. to 5 p.m. Submit written comments by April 24, 2000.

ADDRESSES: The public meeting will be held in the Crystal Ballroom at the Gaithersburg Hilton, 620 Perry Parkway, Gaithersburg, MD 20877. Submit written comments to the Dockets Management Branch (DMB) (HFA–305), Food and Drug Administration, 5630 Fishers Lane, rm. 1061, Rockville, MD 20852. Two copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document.

FOR FURTHER INFORMATION CONTACT: Rose Cunningham, Center for Drug Evaluation and Research, Food and Drug Administration, 5600 Fishers Lane (HFD–6), Rockville, MD 20857, 301–594–5468, FAX 301–594–5493, e-mail: sfp15reg@cder.fda.gov.

See **SUPPLEMENTARY INFORMATION** for electronic access addresses.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this announcement for a public meeting on safety issues associated with dietary supplement use during pregnancy apply to me?

This announcement is directed to the general public. It may, however, be of particular interest to individuals or organizations concerned with public health, pregnancy, or dietary supplements. Specific groups that may want to attend include: Consumers; public health professionals, including obstetricians, gynecologists, neonatologists, pediatricians, and pediatric and obstetric nurses; dietary supplement producers, processors, distributors, and retailers; academia; and State, Tribal, and local public health agencies. Other entities or individuals may also be interested in attending.

B. Where will this meeting be held?

This meeting will be held in the Crystal Ballroom at the Gaithersburg Hilton, 620 Perry Parkway, Gaithersburg, MD 20877.

C. When will this meeting be held?

This meeting will be held on March 30, 2000, from 9 a.m. to 5 p.m.

D. How can I participate?

1. In person. Anyone interested in dietary supplement use during pregnancy is encouraged to attend the public meeting. Persons who wish to speak during the public meeting must file an electronic, written, or facsimile notice of participation with Rose Cunningham by March 17, 2000. To ensure timely handling, the outer envelope or facsimile cover sheet should be clearly marked with Docket No. 00N–0506. Groups should submit two copies. The notice of participation should contain the speaker's name, address, telephone number, FAX