

March 25, 1999; Canadair Alert Service Bulletin A601R-73-008, Revision 'A,' dated April 10, 1999; Bombardier Alert Service Bulletin A601-0524, dated April 19, 1999; and Bombardier Alert Service Bulletin A604-73-001, dated April 19, 1999; as applicable. 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station A, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; 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 Canadian airworthiness directive CF-99-09, dated April 6, 1999.

(j) This amendment becomes effective on May 24, 1999, to all persons except those persons to whom it was made immediately effective by emergency AD 99-09-52, issued April 20, 1999, which contained the requirements of this amendment.

Issued in Renton, Washington, on May 7, 1999.

**D.L. Riggan,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99-ASO-4]

**Amendment of Class E Airspace; Thomson, GA**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies Class E airspace at Thomson, GA. The Cedar Nondirectional Radio Beacon (NDB) has been established 4.49 miles west of Runway (RWY) 10 at the Thomson-McDuffie County Airport, from which a NDB RWY 10 Standard Instrument Approach Procedure (SIAP) has been developed. As a result, additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate

the SIAP and for Instrument Flight Rules (IFR) operations at Thomson-McDuffie County Airport. An extension via the 276 degree bearing from the Cedar NDB for the NDB RWY 10 SIAP is necessary. The length of the Class E airspace extension west of the NDB is 7 miles, and the width of the airspace extension is 7 miles.

**EFFECTIVE DATE:** 0901 UTC, July 15, 1999.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

**SUPPLEMENTARY INFORMATION:**

**History**

On March 23, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class E airspace at Thomson, GA (64 FR 13938). This action provides adequate Class E airspace for IFR operations at Thomson-McDuffie County Airport. Designations for Class E airspace extending upward from 700 feet or more above the surface 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 part 71.1. The Class E designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class E airspace at Thomson, GA, for the Thomson-McDuffie 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. 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 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.*

\* \* \* \* \*

**ASO GA E5 Thomson, GA [Revised]**

Thomson-McDuffie County Airport  
(Lat. 33°31'47" N, long. 82°31'100" W)  
Cedar NDB

(Lat. 33°31'59" N, long. 82°36'51" W)

That airspace extending upward from 700 feet or more above the surface of the earth within a 7.5-mile radius of Thomson-McDuffie County Airport and within 3.5 miles each side of the 276 degree bearing from the Cedar NDB, extending 7 miles west of the Cedar NDB.

\* \* \* \* \*

Issued in College Park, Georgia, on May 5, 1999.

**Wade T. Carpenter,**

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

[FR Doc. 99-12277 Filed 5-14-99; 8:45 am]

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