

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

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AWP CA E5 Gualala, CA [New]

Redwood Coast Medical Services Hospital Heliport

Point In Space Coordinates

(Lat. 38°45'31" N, long. 123°32'20" W)

That airspace extending upward from 700 feet above the surface and within a 6-mile radius of the Point In Space serving the Redwood Coast Medical Services Hospital Heliport.

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Issued in Los Angeles, California, on August 2, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99-21024 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. 29624]

High Density Rule

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed interpretation; reopening of comment period.

SUMMARY: On July 2, 1999, the FAA published a Notice of proposed interpretation, which proposed to interpret the term "operator" as interpreted in the extra section provision of the FAA's High Density Rule to permit one airline code-share partner to operate an extra section of a regularly scheduled flight of another code-share partner. This notice announces the reopening of the comment period for an additional 30 days.

DATES: Comments must be submitted on or before September 13, 1999.

ADDRESSES: Comments regarding the notice of interpretation should be mailed, in triplicate, to Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 29624, 800 Independence Avenue, SW, Washington, DC 20591. Comments must be marked Docket No. 29624. Comments may be examined in Room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this action by submitting such written data, views, or arguments, as they may desire. Comments should identify the regulatory docket and should be submitted in triplicate to the Rules Docket address specified above. Comments may also be sent electronically to the Rules Docket by using the following Internet address: 9-NPRM-CMTS@faa.gov. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must include a preaddressed, stamped postcard marked "Comments to Docket 29624." The postcard will be date stamped and mailed to the commenter.

Availability of this Notice

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 FAA's web page at <http://www.faa.gov/avr/arm/nprm/.htm> or the Federal Register 12s web page at <http://www.access.gop.gov/su/docs> for access to recently published rulemaking documents.

Background

On June 28, 1999, the FAA issued a notice proposing to interpret the term "operator" as interpreted in the extra section provision of the FAA's High Density Rule to permit one airline code-share partner to operate an extra section of a regularly scheduled flight of another code-share partner (64 FR 35963; July 2, 1999). The purpose of this proposed interpretation is to recognize the development of code-share arrangements in the aviation industry. The FAA issued this Notice with a 10-day comment that closed on July 12, 1999.

In the Notice, the FAA did not adequately identify the circumstances that prompted the proposed interpretation. This proposed interpretation arose as a result of an April 1, 1999, letter from Delta Air Lines, Inc. (Delta) requesting that the FAA confirm Delta's interpretation of the extra section provision set forth in 14 CFR 93.123(b)(4). Specifically, Delta interpreted this provision to permit

code-share partners to operate an extra section of a scheduled flight operated by a second code-share partner. A copy of Delta's letter has been included in the docket for this matter.

In the past, the FAA has consistently interpreted the term operator to be the air carrier operating the flight. However, after consideration of Delta's proposal, the FAA believes that emerging use of code-share arrangement in the aviation industry requires a reevaluation of agency interpretation. As a result, the FAA issued the Notice of proposed interpretation.

Additionally, several commenters were concerned with the short comment period that was provided in the Notice. Therefore, in order to provide full disclosure of the circumstances that gave rise to the Notice, the FAA is reopening the comment period to ensure that all interested parties have full knowledge of the basis for the proposed interpretation and an opportunity to comment. Accordingly, the FAA is reopening the comment period for this proposed interpretation for an additional 30 days.

Issued in Washington, DC on August 9, 1999.

Nicholas G. Garaufis,

Chief Counsel.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-079]

RIN 2115-AE47

Drawbridge Operation Regulations; Mystic River, CT

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to change the operating rules governing the US 1 Bridge, mile 2.8, across the Mystic River in Mystic, Connecticut. The bridge owner asked the Coast Guard to change the regulations to require a six hour advance notice for openings in the evening during the winter months because there have been no requests to open the bridge during that time period. This rulemaking is expected to relieve the bridge owner of the burden of crewing the bridge at all times while meeting the reasonable needs of navigation.

DATES: Comments must reach the Coast Guard on or before October 12, 1999.