

acceptable method of compliance that involves installation of a new revision to the AFM.

DATES: Effective October 25, 2000.

FOR FURTHER INFORMATION CONTACT: James E. Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7521; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2000-19-01, amendment 39-11902, applicable to certain Bombardier Model CL-600-1A11 (CL-600) and CL-600-2A12 (CL-601) series airplanes, was published in the **Federal Register** on September 20, 2000 (65 FR 56780). That AD requires modification of the main landing gear (MLG) brake units and inboard MLG wheels; and a revision to the Airplane Flight Manual (AFM) to include the increased cooling times for the modified brakes. That AD allows, for certain cases, removal of the inboard and/or outboard wheel discs by installation of a placard to limit airplane operation on the ground and a revision to the AFM to include information for operating the airplane with the wheel discs removed. Additionally, that AD provides for an acceptable method of compliance that involves installation of a new revision to the AFM.

As published, paragraph (d) of the existing AD specifies that installation of a specific AFM revision is acceptable for compliance with the requirements of paragraphs (a) and (b) of that AD. The FAA inadvertently did not specify that installation of a specific AFM revision is also acceptable for compliance with the requirements of paragraph (c) of that AD.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains October 25, 2000.

§ 39.13 [Corrected]

On page 56782, in the second column, paragraph (d) of AD 2000-19-01 is corrected to read as follows:

* * * * *

(d) For all airplanes: Installation of the AFM revision specified in either paragraph (d)(1) or (d)(2) of this AD, as applicable, is acceptable for compliance with the requirements of paragraphs (a), (b), and (c) of this AD, as applicable.

(1) Bombardier Model CL-600-1A11 (CL-600) AFM Revisions A84 and 76, both dated February 7, 2000; or

(2) Bombardier Model CL600-2A12 (CL-601) AFM Revisions 45, 48, 50, and 86, all dated February 7, 2000.

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Issued in Renton, Washington, on October 2, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-25684 Filed 10-5-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ASO-28]

Amendment of Class E Airspace; Picayune, MS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Picayune, MS. Picayune—Pearl River County Airport has closed and a new airport has been established approximately 3.5 miles southeast of the Picayune—Pearl River County Airport site. The name of the new airport is Picayune Municipal Airport. Area Navigation (RNAV) Runway (RWY) 18 and RWY 36 Standard Instrument Approach Procedures (SIAPs) have been developed for Picayune Municipal Airport. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAPs at Picayune Municipal Airport. This action also changes the name of the airport in the airspace description from Picayune—Pearl River County to Picayune Municipal Airport.

EFFECTIVE DATE: 0901 UTC, January 25, 2001.

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) 305-5586.

SUPPLEMENTARY INFORMATION:

History

On August 18, 2000, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class E airspace at Picayune, MS, (65 FR 50470) to contain the RNAV RWY 18 and 39 SIAPs developed for the Picayune Municipal Airport. Class E airspace designations are published in Paragraph

6005 of FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 15 CFR 71.1, dated September 1, 1999. The Class E airspace designations 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 Picayune, MS. This action also changes the name of the airport in the airspace description from Picayune—Pearl River County to Picayune Municipal 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; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation

Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

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

* * * * *

ASO MS E5 Picayune, MS [Revised]

Picayune Municipal Airport, MS
(Lat. 30°29'15" N, long. 89°39'04" W)

That airspace extending upward from 700 feet or more above the surface within a 6.5-mile radius of the Picayune Municipal Airport.

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Issued in College Park, Georgia, on September 26, 2000.

Wade T. Carpenter,

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

[FR Doc. 00-25695 Filed 10-5-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-AGL-14]

**Modification of Class E Airspace;
Harbor Springs, MI**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Harbor Springs, MI. An Area Navigation (RNAV) Standard Instrument Approach Procedure (SIAP) to Runway 10, and an RNAV SIAP to Rwy 28, have been developed for Harbor Springs Airport. Controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing these approaches. This action increases the radius of the existing controlled airspace extending upward from 1,200 feet for Harbor Springs Airport.

EFFECTIVE DATE: 0901 UTC, November 30, 2000.

FOR FURTHER INFORMATION CONTACT: Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, May 2, 2000, the FAA proposed to amend 14 CFR part 71 to

modify Class E airspace at Harbor Springs, MI (65 FR 25457). The proposal was to modify controlled airspace extending upward from the 700 feet above the surface to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. The City of Harbor Springs, MI, requested additional information on the impact of the proposal on the local community. Subsequent communication between the city manager of Harbor Springs, MI, and the Chicago Flight Procedures Office, AVN-140B, satisfactorily provided that information. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 72 modifies Class E airspace at Harbor Springs, MI, to accommodate aircraft executing instrument flight procedures into and out of Harbor Springs Airport. The area will be depicted on appropriate aeronautical charts.

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—(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 part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 95665, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by references in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

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

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AGL MI E5 Harbor Springs, MI [Revised]

Harbor Springs Airport, MI
(Lat. 45°25'32" N., long. 84°54'48" W).

Pellston VORTAC
(Lat. 45°37'50" N., long. 84°39'51" W).

Sault Ste Marie, Chippewa County
International Airport, MI
(Lat. 46°15'03" N., long. 84°28'21" W).

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Harbor Springs Airport and the airspace extending upward from 1,200 feet above the surface within an area bounded on the north by latitude 46° 03' 00" N, on the northeast by the 22-mile radius of the Chippewa County International Airport, on the southeast by the 16.6-mile radius of the Pellston VORTAC, on the south by latitude 45°45'00" N, and on the west by longitude 85°56'00" W, excluding that airspace within V78, and the Manistique, MI, Class E airspace area.

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Issued in Des Plaines, Illinois on September 21, 2000.

Douglas F. Powers,

Acting Manager, Air Traffic Division.

[FR Doc. 00-25639 Filed 10-5-00; 8:45 am]

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