

**FOR FURTHER INFORMATION CONTACT:**

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Model F.28 Mark 0100 series airplanes, was published in the **Federal Register** on July 26, 2000 (65 FR 45936). That action proposed to require replacement of the anti-skid control boxes with improved units.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

**Conclusion**

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

**Cost Impact**

The FAA estimates that 129 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,950 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$517,290, or \$4,010 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

**Regulatory Impact**

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not

have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this 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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**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:

**2000-21-12 Fokker Services B.V.:**

Amendment 39-11944. Docket 2000-NM-17-AD.

**Applicability:** All Model F.28 Mark 0100 airplanes, 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 (b) 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 electromagnetic interference with the anti-skid control system, which could result in reduced brake pressure during

low-speed taxiing, and consequent reduced controllability and performance of the airplane, accomplish the following:

**Replacement**

(a) Within 36 months after the effective date of this AD, replace any anti-skid control box having part number (P/N) 6004272-3, -4, or -5 with an improved anti-skid control box having P/N 6004272-6, in accordance with Fokker Service Bulletin SBF100-32-117, dated September 27, 1999.

**Alternative Methods of Compliance**

(b) 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**

(c) Special flight permits may be issued in accordance with §§ 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.

**Incorporation by Reference**

(d) The actions shall be done in accordance with Fokker Service Bulletin SBF100-32-117, dated September 27, 1999. 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 Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in Dutch airworthiness directive 1999-127, dated October 29, 1999.

**Effective Date**

(e) This amendment becomes effective on November 29, 2000.

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

**Donald L. Riggins,**

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

[FR Doc. 00-27122 Filed 10-24-00; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 00-ACE-25]

**Establishment of Class D and Class E Airspace, and Amendment to Class E Airspace; Garden City, KS**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City Regional Airport, Garden City, KS. An Airport Traffic Control Tower (ATCT) is being established at Garden City Regional Airport and surface areas are necessary to provide controlled airspace for the safe and efficient operation of aircraft operating into and out of the Garden City Regional Airport. This action establishes controlled surface areas at Garden City Regional Airport. The effect of this rule is to provide a Class D airspace area, a Class E surface area extension, and amend the Class E surface area from full time to part time status.

**EFFECTIVE DATE:** 0901 UTC, November 30, 2000.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520c, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329-2525.

**SUPPLEMENTARY INFORMATION:**

**History**

On August 9, 2000, the FAA proposed to amend Part 71 of Title 14 of the Federal Regulations (14 CFR part 71) by establishing a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City, KS (65 FR 48651). The proposed action was to provide controlled airspace for the safe and efficient operation of aircraft operating into and out of the Garden City Regional Airport.

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. Class D airspace areas designated for an airport that contain at least one primary airport around which the airspace is designated are published

in paragraph 5000, Class E airspace areas designated as a surface area for an airport are published in paragraph 6002, and Class E airspace areas designated as an extension to Class D airspace areas are published in paragraph 6004 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 airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to part 71 of Title 14 of the Federal Regulations (14 CFR part 71) establishes a Class D airspace area, a Class E surface area extension and amends the Class E surface area from full time to part time status at Garden City Regional Airport, Garden City, KS. An ATCT is being established at Garden City Regional Airport and Class D and Class E surface areas are necessary for the safe and efficient operation of aircraft in the vicinity of the airport. The area will be depicted on appropriate aeronautical charts.

The FAA has determined that this regulation only involves an established body of technical regulation 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**

Aviation, 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 9565, 3 CFR, 1959-1963 Comp., p. 289.

**§ 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 5000 Class D airspace area designated for an airport that contains at least one primary airport around which the airspace is designated.*

\* \* \* \* \*

**ACE KS D Garden City, KS [New]**

Garden City Regional Airport, KS  
(lat 37°55'39"N., long. 100°43'28"W.)  
Garden City VORTAC  
(lat 37°55'09"N., long. 100°43'30"W.)

That airspace extending upward from the surface to and including 5400 feet MSL within a 4.3-mile radius of the Garden City Regional Airport. This Class D 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.

\* \* \* \* \*

*Paragraph 6002 Class E airspace designated as a surface area for an airport.*

\* \* \* \* \*

**ACE KS E2 Garden City, KS [Revised]**

Garden City Regional Airport, KS  
(lat 37°55'39"N., long. 100°43'28"W.)  
Garden City VORTAC  
(lat 37°55'09"N., long. 100°43'30"W.)

That airspace within a 4.3-mile radius of the Garden City Regional Airport and within 2.2 miles each side of the Garden City VORTAC 004° radial extending from the 4.3-mile radius of the Garden City Regional Airport to 7 miles north of the VORTAC and within 2.2 miles each side of the Garden City VORTAC 171° radial extending from the 4.3-mile radius of the Garden City Regional Airport to 5 miles south of the VORTAC. This Class E 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.

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*Paragraph 6004 Class E airspace areas designated as an extension to a Class D airspace area.*

\* \* \* \* \*

**ACE KS E4 Garden City, KS [New]**

Garden City Regional Airport, KS  
(lat 37°55'39"N., long. 100°43'28"W.)  
Garden City VORTAC  
(lat 37°55'09"N., long. 100°43'30"W.)

That airspace extending upward within 2.2 miles each side of the Garden City VORTAC 004° radial extending from 4.3-mile radius of the Garden City Regional Airport to 7 miles

north of the VORTAC and within 2.2 miles each side of the Garden City VORTAC 171° radial extending from the 4.3-mile radius of the Garden City Regional Airport to 5 miles south of the VORTAC. This Class E 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 Director.

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Issued in Kansas City, MO, on October 6, 2000.

**Richard L. Day,**  
Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 00-26953 Filed 10-24-00; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 00-AAL-6]

**Revision of Class E Airspace; Wainwright, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Wainwright, AK. The revision of instrument approach procedures to runway (RWY) 4 and RWY 22 at Wainwright Airport, Wainwright, AK, made this action necessary. This rule provides adequate controlled airspace for aircraft flying IFR procedures at Wainwright, AK.

**EFFECTIVE DATE:** 0901 UTC, January 25, 2001.

**FOR FURTHER INFORMATION CONTACT:** Bob Durand, Operations Branch, 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. Internet address: <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 5, 2000, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Wainwright, AK, was published in the **Federal Register** (65 FR 41387). The proposal was necessary due to revisions to the instrument approaches to runway (RWY) 04 and RWY 22 at Wainwright Airport, Wainwright, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No public comments to the proposal were received, thus, the rule is adopted as written.

The area will 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 extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9H, *Airspace Designations and Reporting Points*, 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 revised and published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 revises the Class E airspace at Wainwright, AK, through the revisions of instrument approaches to the Wainwright Airport, Wainwright, AK. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for IFR operations at Wainwright Airport, Wainwright, AK.

The FAA has determined that these 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 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 7400.9H, *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*

\* \* \* \* \*

**AAL AK E5 Wainwright, AK [Revised]**

Wainwright Airport, AK  
(Lat. 70° 38' 17" N., long. 159° 59' 41" W.)

That airspace extending upward from 700 feet above the surface within a 8.5 mile radius of the Wainwright Airport; and that airspace extending upward from 1,200 feet above the surface from lat. 70°54'00" N long. 159°00'00" W, to lat. 70°38'00" N long. 161°00'00" W, to lat. 70°20'00" N long. 161°00'00" W, to lat. 70°30'00" N long. 159°30'00" W, to lat. 70°40'00" N long. 159°00'00" W, to the point of beginning.

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Issued in Anchorage, AK, on October 6, 2000.

**Joseph F. Woodford,**  
Acting Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 00-26820 Filed 10-24-00; 8:45 am]

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**DEPARTMENT OF DEFENSE**

**Defense Contract Audit Agency**

**32 CFR Part 317**

[DCAA Reg. 5410.10]

**Privacy Act; Implementation**

**AGENCY:** Defense Contract audit Agency, DOD.

**ACTION:** Final rule.

**SUMMARY:** The Defense Contract Audit Agency is revising its privacy Act program to provide implementation policies and procedures.

**EFFECTIVE DATE:** October 6, 2000.

**FOR FURTHER INFORMATION CONTACT:** Mr. Dave Henshall at (703) 767-1005.