

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to any titanium propane cylinder referenced in the Applicability section of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For those titanium propane cylinders 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 (f)(1) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?*: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(h) *Who should I contact if I have questions regarding the service information?*: Direct all questions or technical information related to Cameron Balloons Ltd and Thunder & Colt Alert Service Bulletin SB8, dated January 28, 2000, to Cameron Balloons Ltd/Thunder and Colt, St. Johns Street, Bedminster, Bristol; BS3 4NH; telephone: +44 (0)117 9637216; facsimile: +44 (0)177 966168; or Cameron Balloons U.S., Ann Arbor, Michigan 46106; telephone: (734) 426-5525; facsimile: (734) 426-5026. You may examine this service information at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) *Has another airworthiness authority addressed this action?*: Yes. The subject of this AD is addressed in United Kingdom AD 001-01-2000, dated January 31, 2000.

(j) *When does this amendment become effective?*: This amendment becomes effective on March 13, 2000.

Issued in Kansas City, Missouri, on February 15, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-4070 Filed 2-18-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASO-28]

Establishment of Class D Airspace, Amendment of Class D Airspace; Key West, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D airspace at Key West International Airport, FL, and establishes Class D airspace at Key West NAS. As a result of this action, the Key West International Airport Class D airspace area will be reduced concurrent with the establishment of the Class D airspace at Key West NAS.

EFFECTIVE DATE: 0901 UTC, April 20, 2000.

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 January 5, 2000, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at Key West International Airport, FL, and establishing Class D airspace at Key West NAS, (65 FR 402). This action reduces the size of the Key West International Airport Class D airspace area concurrent with the establishment of the Key West NAS Class D airspace area. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D 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 D airspace at Key West International Airport, FL, and establishes airspace at Key West NAS.

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

Paragraph 5000 Class D Airspace.

* * * * *

ASO FL D Key West NAS, FL [New]

Key West NAS, FL

(Lat. 24°34'33"N, long. 81°41'20"W)

Key West International Airport

(Lat 24°33'23"N, long. 81°45'34"W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.3-mile radius of Key West NAS, excluding that airspace within the Key West International Airport Class D airspace area. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter by

continuously published in the Airport/
Facility Directory.

* * * * *

ASO FL D Key West, FL [Revised]

Key West International Airport, FL
(Lat. 24°33'23"N, long. 81°45'34"W)
Key West NAS

(Lat. 24°34'33"N, long. 81°41'20"W)

That airspace extending upward from the surface to and including 2,500 feet MSL beginning at lat. 24°37'12"N, long. 81°44'41"W; to lat. 24°33'04"N, long. 81°43'48"W; to lat. 24°31'15"N, long. 81°45'22"W; to lat. 24°30'35"N, long. 81°45'14"W; thence counterclockwise via the 5.3-mile radius of Key West NAS to the intersection of the 3.9-mile radius of the Key West International Airport, thence clockwise via the 3.9-mile radius of the Key West International Airport to the point of beginning. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on
February 9, 2000.

Nancy B. Shelton,

*Acting Manager, Air Traffic Division Southern
Region.*

[FR Doc. 00-4107 Filed 2-18-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-48]

Amendment to Class E Airspace; Hutchinson, KS

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This document confirms the
effective date of a direct final rule which
revises Class E airspace at Hutchinson,
KS.

DATE: The direct final rule published at
64 FR 68009 is effective on 0901 UTC,
April 20, 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: The FAA
published this direct final rule with a
request for comments in the **Federal
Register** on December 6, 1999 (64 FR

68009). The FAA uses the direct final
rulemaking procedure for a non-
controversial rule where the FAA
believes that there will be no adverse
public comment. This direct final rule
advised the public that no adverse
comments were anticipated, and that
unless a written adverse comment, or a
written notice of intent to submit such
an adverse comment, were received
within the comment period, the
regulation would become effective on
April 20, 2000. No adverse comments
were received, and thus this notice
confirms that this direct final rule will
become effective on that date.

Issued in Kansas City, MO on February 7,
2000.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 00-3982 Filed 2-18-00; 8:45 am]

BILLING CODE 4910-13-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 51

[AH-FRL-6540-1]

Technical Amendment: Requirements for Preparation, Adoption, and Submittal of State Implementation Plans

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Technical amendment.

SUMMARY: In today's action we correct a
text error in the regulations on
Requirements for Preparation,
Adoption, and Submittal of State
Implementation Plans. This error results
from an omission in making conforming
amendments when subpart D was
removed in 1995.

DATES: This technical amendment is
effective on February 22, 2000.

FOR FURTHER INFORMATION CONTACT: Tom
Coulter, Air Quality Modeling Group
(MD-14), Office of Air Quality Planning
and Standards, U.S. Environmental
Protection Agency, Research Triangle
Park, NC 27711; telephone (919) 541-
0832.

SUPPLEMENTARY INFORMATION:

Background

On March 4, 1995 the President
directed all Federal agencies and
departments to conduct a
comprehensive review of the regulations
they administer and, by June 1, 1995, to
identify those rules that are obsolete or
unduly burdensome. EPA conducted a
review of all of its rules, including rules

issued under the Clean Air Act (CAA),
as amended (42 U.S.C. 7401 *et seq.*).
Based on this review, we issued on June
29, 1995 a final rule that eliminated a
number of obsolete CAA rules from the
CFR. These rules were no longer legally
in effect because (1) they implemented
statutory provisions which have been
repealed, (2) they expired by their own
terms or by the terms of the statute, or
(3) they were vacated (i.e., declared void
and of no effect) by a court.

Because it was superseded by section
175A of the 1991 CAA, which provides
the requirements for maintenance plans,
we decided to include subpart D of 40
CFR Part 51, Maintenance of National
Standards, in these removals (60 FR
33915). This subpart covered a
discussion of Air Quality Maintenance
Areas (AQMA) and included §§ 40-63.
This removal was reflected in the July
1995 issue of the Code of Federal
Regulations. Paragraph (d)(6) of § 51.102
refers to materials that were removed
with the subpart D deletion,
specifically, AQMA (paragraph
(d)(6)(ii)) and § 51.63 itself. We failed to
include this paragraph along with the
removal of subpart D.

Final Action

To correct this error, we are removing
paragraph (d)(6) from § 51.102 which
relates to the case of hearings on AQMA
plans. The action merely makes a
conforming correction to eliminate CFR
references to provisions that no longer
exist. Because this action is a technical,
non-substantive correction, we have
made a "good cause" finding under
section 553(b)(B) of the Administrative
Procedures Act that notice and public
procedure are unnecessary. We are thus
issuing this correction notice without
prior proposal because the Agency
views it as non-controversial and
anticipates no adverse comments.

Administrative Requirements

Under Executive Order 12866 (58 FR
51735, October 4, 1993), this action is
not a "significant regulatory action" and
is therefore not subject to review by the
Office of Management and Budget.
Because the agency has made a "good
cause" finding that this action is not
subject to notice-and-comment
requirements under the Administrative
Procedure Act or any other statute (see
Final Action), it is not subject to the
regulatory flexibility provisions of the
Regulatory Flexibility Act (5 U.S.C. 601
et seq.), or to sections 202 and 205 of the
Unfunded Mandates Reform Act of 1995
(UMRA) (Public Law 104-4). In
addition, this action does not
significantly or uniquely affect small
governments or impose a significant