



Issued in Kansas City, Missouri on January 28, 2000.

**Michael Gallagher,**  
Manager, Small Airplane Directorate, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ANM-11]

#### Establishment of Class D Airspace; Jackson, WY

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class D surface area at Jackson Hole Airport, Jackson, WY. The effect of this action is to provide controlled airspace to accommodate the procedures associated with the operation of a new Airport Traffic Control Tower (ATCT).

**EFFECTIVE DATE:** 0901 UTC, April 20, 2000.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal

Aviation Administration, Docket No. 99-ANM-11, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

##### History

On November 15, 1999, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by establishing the Jackson, WY, Class D surface area (64 FR 61804). This establishment of the Class D area is in support of a new ATCT under construction at the Jackson Hole Airport, Jackson, WY. The FAA establishes Class D airspace where necessary to contain aircraft transitioning between the terminal and en route environments. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class D surface airspace areas are published in Paragraph 5000 of FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 establishes a Class D surface area in the vicinity of Jackson, WY. The intended effect of this rule is designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) at Jackson Hole Airport and between the terminal and en route transition states.

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 the 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 General*

\* \* \* \* \*

**ANM WY D Jackson, WY [New]**

Jackson Hole Airport, WY  
(Lat. 43°36'24" N, long. 110°44'17" W)

That airspace extending upwards from the surface to and including 8,900 feet MSL within a 4.3-mile radius of the Jackson Hole 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.

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Issued in Seattle, Washington, on February 1, 2000.

**Daniel A. Boyle,**

*Acting Manager, Air Traffic Division,  
Northwest Mountain Region.*

[FR Doc. 00–3382 Filed 2–11–00; 8:45 am]

**BILLING CODE 4910–13–M**

**POSTAL SERVICE****39 CFR Part 111****Experimental Ride-Along Rate for Periodicals Mail**

**AGENCY:** Postal Service.

**ACTION:** Final rule.

**SUMMARY:** This document provides notice that the Governors of the Postal Service have approved a two-year experiment allowing material that would otherwise qualify as Standard

Mail (A) to “Ride-Along” with Periodicals mail for a flat rate of \$0.10 per piece. This notice also establishes basic requirements and procedures for mailing Ride-Along material.

**EFFECTIVE DATE:** February 26, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Jerome M. Lease, 202–268–5188; or Joel Walker, 202–268–3340.

**SUPPLEMENTARY INFORMATION:** Under current Postal Service standards, Periodicals publications cannot contain certain types and amounts of advertising. For example, items such as cosmetic or perfume samples cannot be mailed at Periodicals postage rates. Also excluded is anything that is not comprised of printed sheets of paper or paper-like material; for example, a swatch of fabric, a pacquette of hand cream, or a CD-ROM.

All advertising matter or other enclosures or attachments that do not meet the requirements for mailing at Periodicals rates can be attached to the publication or included as enclosures but are charged Standard Mail (A) postage rates. The rate is computed as if the matter is a stand-alone piece of Standard Mail (A), even though the Standard Mail (A) matter is processed and delivered along with the rest of the Periodicals publication.

These standards require the mailer to pay processing and delivery costs for two pieces (the Periodicals publication and the Standard Mail (A) material) even though the Postal Service incurs processing and delivery costs for only one piece. Periodicals mailers maintain that this extra postage discourages advertisers from including certain kinds of advertisements in their publications. Some publishers work around this problem by including the Standard Mail (A) matter only in the copies that are sold at newsstands, thereby avoiding completely the extra postage costs.

In December 1996, the Periodicals Advisory Group (PAG), an industry group comprised of publishers and printers, recommended that the Postal Service investigate the idea of a reduced rate of postage for Standard Mail (A) material that could be combined with all Periodicals subclasses. This recommendation was supported by the Magazine Publishers of America and the American Business Press.

Acting on this recommendation, on September 27, 1999, pursuant to 39 U.S.C. 3623, the Postal Service filed with the Postal Rate Commission a request for a decision recommending an experimental “Ride-Along” classification and rate for Periodicals mail. The request was designated as Docket No. MC2000–1 by the

Commission. Based on a settlement agreement reached among the parties, the Commission recommended the experimental classification and rate on February 3, 2000. This recommendation was approved by the Governors of the Postal Service on February 8, 2000, and the Board of Governors set February 26, 2000, as the implementation date for the experiment, which will last two years.

The experiment will allow a single Standard Mail (A) Ride-Along piece in a Periodicals host publication. The Ride-Along piece will be charged a flat postage rate of \$0.10 per copy. There are very specific physical requirements for the Ride-Along piece, which are summarized below and detailed in the amendments to the Domestic Mail Manual (DMM) that are included in this notice. The Ride-Along postage is added separately, so that the addition of a Ride-Along piece does not affect the weight, advertising percentage, or postage for the Periodicals host piece. This experiment does not affect or change current standards for Standard Mail (A) enclosures in Periodicals.

The duration of this experiment is two years. Revenue and costs for this experiment will be attributed to Periodicals mail. The classification changes resulting from the experiment are summarized below and are detailed in the additions to the DMM included with this notice.

Over the course of the experiment, the Postal Service will collect appropriate data to determine the feasibility of a permanent classification change. Mailers also will be required to submit a sample of the host and Ride-Along mailpiece and will be asked to complete a simple questionnaire regarding the mailpiece. During the experiment, these sample mailpieces will be available for public inspection via the Manager, Pricing, 475 L'Enfant Plaza, SW, Room 6670, Washington, DC 20260–2406.

Periodicals mailers will be required to use an alternate postage statement (PS Form 3541–RX, 3541–NX, or 3541–NCX, as appropriate) so that the Postal Service can collect data on Ride-Along attachments or enclosures. No foreign copies will be reported on the Ride-Along statements, as Ride-Along pieces are not permitted in foreign copy mailings. Foreign copies and other mailings of copies without a Ride-Along enclosure or attachment will be mailed as a separate edition on regular Forms 3541–R, 3541–N, and 3541–NC. Monthly postage statements may not be used to report Ride-Along mailings.

These experimental postage statements will be used only when publishers are claiming copies with the Ride-Along rate. All copies within the