

part 71) changes the title of the Vancouver, BC, Class C and the Abbotsford, BC, Class D by inserting a reference to Point Roberts, WA into the title. This action is being taken to more accurately identify the location of the airspace on the United States side of the U.S./Canadian border. This is an administrative change only to the title of the Class B and Class D airspace areas in Vancouver, BC, and does not involve a change in the dimensions or operating requirements of these areas, therefore, I find that notice and public procedure under 5 U.S.C 553(b) are unnecessary.

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 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 part 71 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 4000—Subpart C—Class C Airspace

* * * * *

ANM BC C Vancouver, BC [Amended]

By removing the words "ANM BC C Vancouver, BC," in the title and substituting the words "ANM BC C Vancouver, BC (Point Roberts, WA)" in the title.

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Paragraph 5000—Subpart D—Class D Airspace

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ANM BC D Abbotsford, BC [Amended]

By removing the words "ANM BC D Abbotsford, BC," in the title and substituting the words "ANM BC D Abbotsford, BC (Point Roberts, WA)" in the title.

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Issued in Washington, DC, on August 25, 1999.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 99–22752 Filed 8–31–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–ASO–10]

Establishment of Class D Airspace; Tupelo, MS.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of a final rule that was published in the **Federal Register** of August 24, 1999, (64 FR 46114), Airspace Docket No. 99–ASO–10.

EFFECTIVE DATE: September 1, 1999.

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

Federal Register Document DOCID: fr24au99–2, Airspace Docket No. 99–ASO–10, published on August 24, 1999, (64 FR 46114), established Class D surface area airspace at Tupelo, MS. Errors were discovered in the geographic coordinates of the Tupelo Municipal-C.D. Lemons Airport, Tupelo, MS. This action corrects those errors.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Tupelo

Municipal-C.D. Lemons Airport, Tupelo, MS. for the Class D surface area airspace at Tupelo, MS, as published in the **Federal Register** on August 24, 1999, (64 FR 46114), (Federal Register Document DOCID: fr24au99–2; page 46115), are corrected as follows:

§ 71.71 [Corrected]

* * * * *

ASO MS D Tupelo, MS [Corrected]

By removing "Lat. 34°16'00"N, long. 88°46'11"W" and substituting "Lat. 34°16'05"N, long. 88°46'12"W".

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Issued in College Park, Georgia, on August 28, 1999.

Signed by:

Nancy B. Shelton,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 99–22755 Filed 8–31–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99–ACE–28]

Amendment to Class E Airspace; Grain Valley, MO

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 Grain Valley, MO.

DATE: The direct final rule published at 64 FR 39009 is effective on 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on July 21, 1999 (64 FR 39009). 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 November 4, 1999. 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 August 20, 1999.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 99-22615 Filed 8-31-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-25]

Amendment to Class E Airspace, York, NE

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 York, NE.

DATES: This direct final rule published at 64 FR 33013 is effective on 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on June 21, 1999 (64 FR 33013). 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 November 4, 1999. 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 August 20, 1999.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 99-22614 Filed 8-31-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-36]

Amendment to Class E Airspace; Parsons, 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 Parsons, KS.

DATES: The final rule published at 64 FR 39007 is effective on 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on July 21, 1999 (64 FR 39007). 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 November 4, 1999. 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 August 20, 1999.

Herman J. Lyons, Jr.,
Manager, Air Traffic Division, Central Region.
[FR Doc. 99-22616 Filed 8-31-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 99-ASO-11]

RIN 2120-AA66

Amend Controlling Agency Title for Restricted Area R-7104, Vieques Island, PR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action corrects the title of the controlling agency for Restricted Area R-7104 from "FAA, San Juan ARTCC," to "FAA, San Juan CERAP." This change is required to reflect the proper classification of the San Juan air traffic control facility.

EFFECTIVE DATE: 0901 UTC, November 4, 1999.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The legal description for Restricted Area R-7104 incorrectly identifies the controlling agency as San Juan ARTCC. "ARTCC" applies to an FAA "air route traffic control center" which performs primarily en route air traffic control functions. The San Juan facility, instead, is a Combined Center/Radar Approach Control (CERAP) facility that performs the combined functions of an en route center and a terminal radar approach control. The proper title of the R-7104 controlling agency is "San Juan CERAP."

The Rule

This action amends 14 CFR part 73 by correcting the title of the controlling agency for Restricted Area R-7104, Vieques Island, PR, from "FAA, San Juan ARTCC," to "FAA, San Juan CERAP." This change is necessary to reflect the correct classification and function of that facility.

Since this administrative change will not alter the boundaries, altitudes or time of designation for Restricted Area R-7104, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Section 73.71 of part 73 was republished in FAA Order 7400.8F, dated October 27, 1998.