

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

* * * * *

AWP CA E2 El Toro MCAS, CA [Removed]

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Paragraph 5000 Class D airspace area designated as an extension to a Class C surface area.

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AWP CA D2 El Toro MCAS, CA [Removed]

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Issued in Los Angeles, California, on November 4, 1999.

Dawna J. Vicars,

Assistant Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99–31042 Filed 11–29–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. 29833; Amendment No. 91–258]

RIN 2120–AA66

General Operating and Flight Rules; Airports/Locations Special Operating Restrictions; Amendment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends the Appendix listing airports/locations with special operating restrictions in FAA’s general operating and flight rules. Specifically, this action adds a new entry for Covington, KY, in alphabetical order and revises the entries for Houston, TX, and Washington, DC, in section 1 of the Appendix, which lists the airports where aircraft operating within 30 nautical miles of the listed airports, from the surface upward to 10,000 feet mean sea level (MSL) must be equipped with an altitude encoding transponder. Additionally, this action “Reserves” section 2 which is no longer required, and revises the entries for Covington, KY, Houston, TX, and Washington, DC, in section 3 which lists locations at which fixed-wing special VFR operations are prohibited. The FAA is taking this action to correctly identify applicable airports under the appropriate sections in the Appendix.

EFFECTIVE DATE: November 30, 1999.

FOR FURTHER INFORMATION CONTACT: Terry Brown, 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

Part 91, Appendix D, Section 1

This section of 14 CFR part 91, Appendix D, lists airports where special operating restrictions apply. Specifically, section 1 lists locations at which aircraft operating within 30 nautical miles of the listed airports, from the surface upward to 10,000 MSL are required to be equipped with an altitude encoding transponder.

On November 30, 1998, the FAA issued the Establishment of Cincinnati/Northern Kentucky International Airport Class B Airspace Area, and Revocation of the Cincinnati/Northern

Kentucky International Airport Class C Airspace Area, KY, Final Rule (63 FR 65972). This rule established a Class B airspace area for the Cincinnati/Northern Kentucky International Airport (CVG). However, in the final rule the FAA inadvertently did not include CVG in part 91, Appendix D, section 1. This action corrects that omission.

Additionally, on December 17, 1991, the FAA issued the Airspace Reclassification Final Rule (56 FR 65638). This rule established the Washington Tri-Area, DC, Class B airspace area. This airspace area is comprised of four primary airports (Baltimore-Washington International, Ronald Reagan Washington National, Washington Dulles International, and Andrews Air Force Base). At the time this rule was published, the Andrews Air Force Base was omitted from part 91, Appendix D, section 1. This action corrects that inadvertent error.

Lastly, this amendment makes editorial corrections to part 91, Appendix D, section 1 by replacing the words “Washington National Airport” with “Ronald Reagan Washington National Airport” and “Houston Intercontinental Airport” with “George Bush Intercontinental Airport/Houston.”

Part 91, Appendix D, Section 2

Section 2 lists those locations at which the requirements of § 91.215(b)(5)(ii) apply. This section requires any aircraft, except any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider, from the surface to 10,000 feet MSL within a 10-nautical-mile radius of any airport listed in Appendix D, section 2 of this part, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport must be equipped with an altitude encoding transponder. The two airport airspace areas that met the criteria of § 91.215(b)(5)(ii) were reclassified as Class C and Class D airspace areas in accordance with the Airspace Reclassification Final Rule (56 FR 65655). Consequently, this particular section of the appendix is no longer required. Therefore, the FAA reserves section 2 of Appendix D.

Part 91, Appendix D, Section 3

This section lists airports where fixed-wing special visual flight rule operations are prohibited. Currently, this section lists the name of the Covington, KY, international airport as

“Greater Cincinnati International Airport,” the Washington, DC, airport as “Washington National Airport,” and the Houston, TX, airport as “Houston Intercontinental Airport.”

This amendment makes editorial corrections to reflect the name changes for the above airports by replacing the words “Greater Cincinnati International Airport” with “Cincinnati Northern Kentucky International Airport,” “Washington National Airport” with “Ronald Reagan Washington National Airport” and “Houston Intercontinental Airport” with “George Bush Intercontinental Airport/Houston” in section 3 of Appendix D.

List of Subjects in 14 CFR Part 91

Air traffic control, Aircraft, Airmen, Airports, Aviation safety.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 91 as follows:

PART 91—GENERAL OPERATING AND FLIGHT RULES

1. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180).

2. Amend Appendix D to part 91 as follows:

a. In *Section 1*, by adding a new entry in alphabetical order and by revising the entries for Houston, TX, and Washington, DC.

b. In *Section 2*, by adding “[Reserved]” at the end of the existing text.

c. In *Section 3*, by revising the entries for Covington, KY, Houston, TX, and Washington, DC.

The additions and revisions read as follows:

Appendix D to Part 91—Airports/ Locations: Special Operating Restrictions

Section 1. * * *

* * * * *
Covington, KY (Cincinnati Northern Kentucky International Airport)

* * * * *
Houston, TX (George Bush Intercontinental Airport/Houston)

* * * * *
Washington, DC (Ronald Reagan Washington National Airport and Andrews Air Force Base, MD)

Section 2. * * * [Reserved]

Section 3. * * *

* * * * *
Covington, KY (Cincinnati Northern Kentucky International Airport)

* * * * *
Houston, TX (George Bush Intercontinental Airport/Houston)

* * * * *
Washington, DC (Ronald Reagan Washington National Airport and Andrews Air Force Base, MD)

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Issued in Washington, DC, on November 5, 1999.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 99-29683 Filed 11-29-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF STATE

22 CFR Part 22

[Public Notice 3163]

Bureau of Consular Affairs; Schedule of Fees for Consular Services, Department of State and Overseas Embassies and Consulates

AGENCY: Bureau of Consular Affairs, State Department.

ACTION: Final rule.

SUMMARY: This final rule amends the Department’s Schedule of Fees for Consular Services by adding to regulations containing the list of certifications and fees and to regulations on the requests for services the certification of documents relating to births, marriages, and deaths of citizens of the United States and foreign nationals from records maintained by the former Canal Zone Government prior to September 30, 1979, and transferred as of December 1, 1999, from the Panama Canal Commission to the Department of State.

DATES: This rule becomes effective December 1, 1999.

FOR FURTHER INFORMATION CONTACT:

William Crawford, Passport Services Correspondence Branch, Bureau of Consular Affairs, Department of State, Washington, DC 20524, telephone (202) 955-0307; telefax (202) 955-0300.

SUPPLEMENTARY INFORMATION:

Background

From 1904 until 1979, when the vital records function was transferred to the Republic of Panama, the U.S.-administered Canal Zone Government recorded all civil acts of birth, marriage and death of United States citizens and foreign nationals within the Canal Zone. The Panama Canal Commission was created in 1979 as an agency of the U.S. Government for the operation, management and improvement of the Canal Area. Since October 1, 1979, it has processed requests from the public for certified copies of certificates of birth, marriage or death recorded prior to September 30, 1979, concerning both United States citizens and foreign nationals born, married or deceased in the former Canal Zone while it was under United States administration.

The Panama Canal Commission will cease to exist on December 31, 1999, when the Canal Area is transferred to the Panama Canal Authority, a Panamanian agency. By December 1, 1999, the records will be transferred to the Department of State as the custodian for such documents issued abroad. This rule provides that, as successor custodian, the Department upon request will provide certified copies of those records, for both U.S. citizens and foreign nationals, under procedures similar to the certification of documents relating to births, marriages and deaths abroad of U.S. citizens issued by a U.S. Embassy or Consulate, and as currently provided for in the regulations. This rule also identifies the Department’s office to which requests are to be made.

Section 9701 of Title 31, United States Code requires charging a fee for services provided to individuals that are not generally for the benefit of all the public, and Executive Order 10718 of June 27, 1957, authorizes the Secretary of State to establish fees to be charged for official services by embassies and consulates. All consular fees and exemptions therefrom must be reflected in the Schedule of Fees for Consular Services. Therefore, the Department is revising paragraph (c) under item 36 (certifications) of 22 CFR Subchapter C—Fees and Funds, Part 22—Schedule of Fees for Consular Services—Department of State and Foreign Service, § 22.1. The Department has established the fee for processing and