

These considerations confirm and strengthen the Commission's 1990 findings and lead the Commission to conclude that no significant and unexpected events have occurred—no major shifts in national policy, no major unexpected institutional developments, no unexpected technical information—that would cast doubt on the Commission's Waste Confidence findings or warrant a detailed reevaluation at this time. As a result, a formal review of these activities now would not call into serious question the Commission's Waste Confidence findings, as updated in 1990. The Commission, therefore, is not undertaking any modification to the findings codified in 10 CFR 51.23. However, when the nearer term activities on repository development and licensing are concluded, there may be implications for the Waste Confidence findings. If warranted, the Commission will consider undertaking a comprehensive review at that time.

### III. The Next Review

The appropriate trigger for the next review could be a combination of events or it could be a single event. For example, any significant delays in DOE's repository development schedule or a decision by the Secretary of Energy to not recommend Yucca Mountain as a candidate site might necessitate a reevaluation of the Commission's Waste Confidence Decision. Thus, the Commission would consider undertaking a comprehensive reevaluation of the Waste Confidence findings when the impending repository development and regulatory activities run their course or if significant and pertinent unexpected events occur, raising substantial doubt about the continuing validity of the Waste Confidence findings.

Dated at Rockville, Maryland, this 30th day of November, 1999.

For the Nuclear Regulatory Commission.

**Annette Vietti-Cook,**

*Secretary of the Commission.*

[FR Doc. 99-31506 Filed 12-3-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ACE-39]

#### Amendment to Class E Airspace; Emmetsburg, IA

**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 Emmetsburg, IA.

**DATES:** The direct final rule published at 64 FR 48088 is effective on 0901 UTC, December 30, 1999.

**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 September 2, 1999 (64 FR 48088). 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 comment period, the regulation would become effective on December 30, 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 November 18, 1999.

**Richard L. Day,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-31520 Filed 12-3-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ACE-42]

#### Amendment to Class E Airspace; Malden, 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 Malden, MO.

**DATES:** The direct final rule published at 64 FR 49374 is effective on 0901 UTC, December 30, 1999.

**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 September 13, 1999 (64 FR 49374). 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 December 30, 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 November 18, 1999.

**Richard L. Day,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-31522 Filed 12-3-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ACE-43]

#### Amendment to Class E Airspace; Sikeston, 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 Sikeston, MO.

**DATES:** The direct final rule published at 64 FR 49373 is effective on 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Tariff 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 September 13, 1999 (64 FR 49373). 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 December 30, 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 November 18, 1999.

**Richard L. Day,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-31521 Filed 12-3-99; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ANE-91]

#### Establishment of Class E Airspace; Burlington, VT

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action establishes a Class E airspace area at Burlington, VT (KBTB) to provide for controlled airspace for those aircraft executing instrument approaches to the Burlington International Airport at times when the Burlington Air Traffic Control Tower is closed. This Class E airspace area will be effective during the specific dates and times established by Notice to Airmen, and thereafter published in the Airport/Facility Directory.

**DATES:** Effective 0901 UTC, February 24, 2000.

Comments for inclusion in the Rules Docket must be received on or before January 5, 2000.

**ADDRESSES:** Send comments on the rule to: Manager, Airspace Branch, ANE-

520, Federal Aviation Administration, Docket No. 99-ANE-91, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7520; fax (781) 238-7596. Comments may also be sent electronically via the internet to the following address: "9-ane-airspace@faa.gov"

The official docket file may be examined from 8:00 a.m. to 4:30 p.m. Monday through Friday, except Federal holidays, in the Office of the Regional Counsel, New England Region, ANE-7, Room 401, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7049; fax (781) 238-7055.

An informal docket may also be examined during normal business hours in the Air Traffic Division, Room 408, by contacting the Manager, Airspace Branch at the first address listed above.

#### FOR FURTHER INFORMATION CONTACT:

David T. Bayley, Air Traffic Division, Airspace Branch, ANE-520.7, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7586; fax (781) 238-7596.

**SUPPLEMENTARY INFORMATION:** The airspace in the vicinity of the Burlington International Airport, Burlington, VT (KBTB) currently falls within the Burlington Class C airspace area. That Class C area provides controlled airspace within, among other areas, a 5-mile radius of the Burlington International Airport from the surface to 4,400 feet above sea level. The Burlington Class C area currently operates continuously, as does the Burlington Airport Traffic Control Tower (ATCT). Once the Burlington ATCT changes its operating hours, the Burlington Class C area will not provide adequate controlled airspace in the vicinity of the airport during those hours when the Burlington ATCT is closed. This action establishes a Class E airspace area at Burlington, VT to provide controlled airspace from the surface with a 5-mile radius of the Burlington International Airport for those aircraft executing instrument approaches to Burlington at times when the Burlington ATCT is closed. This Class E airspace area will be effective during the specific dates and times established by Notice to Airmen, and thereafter published in the Airport/Facility Directory. Class E airspace designations for airspace area extending upward from the surface of the earth are published in paragraph 6002 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 E airspace

designation listed in this document will be published subsequently in this Order.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment, and, therefore, issues it as a direct final rule. 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. Unless a written adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Although this action is in the form of a direct final rule, and was not preceded by a notice of proposed rulemaking, interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental and energy aspects of the rule might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.