

capital to associations. It also enables them to transfer the capital in a more timely manner. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is October 21, 1999.

EFFECTIVE DATE: The regulation amending 12 CFR part 615 published on September 15, 1999 (64 FR 49959) is effective October 21, 1999.

FOR FURTHER INFORMATION CONTACT:

Dale L. Aultman, Policy Analyst, Office of Policy and Analysis, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4498, TDD (703) 883-4444,

or

Jennifer A. Cohn, Attorney, Office of General Counsel, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4020, TDD (703) 883-4444

(12 U.S.C. 2252(a)(9) and (10)).

Dated: October 15, 1999.

Vivian L. Portis,

Secretary, Farm Credit Administration Board.
[FR Doc. 99-27497 Filed 10-20-99; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AWP-4]

Modification of Class E Airspace; Sedona, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Sedona, AZ. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 3 at Sedona Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 3 SIAP at Sedona Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Sedona Airport, Sedona, AZ.

EFFECTIVE DATE: 0901 UTC November 4, 1999.

FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On July 29, 1999, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Sedona, AZ (64 FR 41054). Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 3 SIAP at Sedona, Airport. This action will provide adequate controlled airspace for aircraft executing the GPS RWY 3 SIAP at Sedona Airport, Sedona, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 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 the Order.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace area at Sedona, AZ. The development of a GPS RWY 3 SIAP has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 3 SIAP at Sedona Airport, Sedona, AZ.

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 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; 14 CFR 11.69.

§ 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP AZ E5 Sedona, AZ [Revised]

Sedona Airport, AZ

(Lat. 34°50'55" N. long. 111°47'19" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Sedona Airport, excluding the portion within the Flagstaff, AZ, Class E airspace area.

* * * * *

Issued in Los Angeles, California, on October 5, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99-27513 Filed 10-20-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Part 902

[Docket No. FR-4497-N-02]

RIN 2577-AC08

Public Housing Assessment System (PHAS); Transition to the PHAS

AGENCY: Office of the Assistant Secretary for Public and Indian Housing, and Office of the Director of the Real Estate Assessment Center, HUD.

ACTION: Notice of delayed implementation.

SUMMARY: This document advises of transition assistance that will be provided in connection with implementation of the Public Housing Assessment System (PHAS) for public housing agencies (PHAs) with fiscal years ending on September 30, 1999, and December 31, 1999. HUD also gives notice that it will issue PHAS Advisory Scores and Management Assessment Scores as provided in the **SUPPLEMENTARY INFORMATION** of this document.

FOR FURTHER INFORMATION CONTACT: For further information contact the Real Estate Assessment Center (REAC), Attention: Wanda Funk, U.S. Department of Housing and Urban Development, 1280 Maryland Avenue, SW, Suite 800, Washington DC, 20024; telephone Customer Service Center at (888)-245-4860 (this is a toll free number). Persons with hearing or speech impairments may access that number via TTY by calling the Federal Information Relay Service at (800) 877-8339. Additional information is available from the REAC Internet Site, <http://www.hud.gov/reac>. Persons with hearing or speech impairments may access that number via TTY by calling the Federal Information Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION: HUD's rule implementing the PHAS was published on September 1, 1998 (64 FR 46596), and became effective October 1, 1998. Although the PHAS regulation became effective October 1, 1998, the September 1, 1998 final rule provided PHAs with a delayed implementation date for the PHAS. The final rule took into consideration the time that was needed by PHAs to make the transition to the new assessment system. As provided by the September 1, 1998 final rule, the PHAS was scheduled to be implemented for PHAs with fiscal years ending on and after September 30, 1999.

On June 22, 1999 (64 FR 33348), HUD published a proposed rule to amend certain provisions of the PHAS regulation, codified at 24 CFR part 902. The Quality Housing and Work Responsibility Act of 1998 (Pub.L. 105-276, approved October 21, 1998) (commonly referred to as the "Public Housing Reform Act") made certain changes to the statutory basis for the PHAS, which needed to be reflected in the regulation. Additionally, during the scheduled PHAS transition year (September 1998 to September 1999), HUD gained experience and valuable information from its physical inspection of PHA properties, testing the PHAS systems, and talking to PHAs about the PHAS. As a result of the experience and

information gained, HUD determined that certain changes should be made to the PHAS regulation. These changes were described in the preamble to the June 22, 1999, proposed rule.

HUD's public comment period on the June 22, 1999, proposed rule closed August 23, 1999. Many of the PHAs who commented on this rule have fiscal years ending September 30, 1999, and December 31, 1999, making them the first PHAs to be issued PHAS scores under the September 1, 1998 rule. These PHAs requested additional time to prepare for compliance with the PHAS requirements, and HUD will grant them additional time as provided in this notice.

PHAs With Fiscal Years Ending 9/30/99 and 12/31/99

For PHAs with fiscal years ending September 30, 1999, or December 31, 1999, HUD will not issue PHAS scores for the fiscal years ending on these dates. For these PHAs, in lieu of a PHAS score, HUD will issue the following:

PHAS Advisory Score. A PHA with a fiscal year ending September 30, 1999, or December 31, 1999, will be issued a PHAS advisory score. The PHA must comply with the requirements of 24 CFR part 902 (the PHAS regulation) so that HUD may issue the advisory score.

1. Physical inspections will continue to be performed by HUD, as part of the PHAS advisory score process, using HUD's uniform physical inspection protocols. In the event, however, that changes are made to HUD's Dictionary of Deficiencies, PHAS advisory scores will be revised and reissued to reflect these changes.

2. For these PHAs to successfully make the transition to the PHAS, they must comply with the requirements of PHAS, and be assessed by HUD under the PHAS, if only on an advisory basis.

Management Assessment Score. A PHA with a fiscal year ending September 30, 1999, or December 31, 1999, will receive an assessment score on the basis of HUD's assessment of the PHA's management operations in accordance with 24 CFR part 902, subpart D of the PHAS regulation (PHAS Indicator #3, Management Operations).

PHAs With Fiscal Years Ending After 12/31/99

PHAs with fiscal years ending after December 31, 1999 will be issued PHAS scores.

HUD is completing work on its final rule to follow the June 22, 1999 proposed rule. HUD will issue a consensus-based final rule that will reflect the provisions of this Notice,

address the public comments, and describe all changes to the PHAS regulation made as a result of the public comment and review process.

Dated: October 15, 1999.

Deborah Vincent,

General Deputy Assistant Secretary for Public and Indian Housing.

Donald J. LaVoy,

Acting Director, Real Estate Assessment Center.

[FR Doc. 99-27457 Filed 10-20-99; 8:45 am]

BILLING CODE 4210-33-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-178]

Drawbridge Operation Regulations: Thames River, CT.

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut. This deviation from the regulations allows the bridge owner to require a two-hour advance notice for openings, Sunday through Thursday, 10 p.m. to 12 a.m. and 1 a.m. to 4:30 a.m., October 17, 1999, through November 11, 1999. This action is necessary to facilitate the replacement of structural steel at the bridge.

DATES: This deviation is effective from October 17, 1999, through November 11, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Joe Schmied, Project Officer, First Coast Guard District, at (212) 668-7195.

SUPPLEMENTARY INFORMATION: The Amtrak Bridge, mile 3.0, across the Thames River in New London, Connecticut, has a vertical clearance of 30 feet at mean high water, and 33 feet at mean low water in the closed position.

The bridge owner, National Railroad Passenger Corporation (Amtrak), has requested a deviation from the operating regulations governing the bridge to facilitate the replacement of deteriorated structural steel at the bridge. The Coast Guard previously allowed Amtrak to deviate from the operating regulations at this bridge to facilitate electrical modifications between August 2, 1999,