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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ACE-23]

#### Amendment to Class E Airspace; Thedford, NE; Correction

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date and correction.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises the Class E airspace at Thedford, NE, and corrects an error in the airspace designation for Thomas County Airport as published in the **Federal Register** June 10, 1999 (63 FR 31116), Airspace Docket No. 99-ACE-23.

**DATES:** The Direct final rule published at 64 FR 31116 is effective on 0901 UTC, September 9, 1999.

This correction is effective on September 9, 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:

#### History

On June 10, 1999, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Thedford, NE (FR document 99-14608, 64 FR 31116, Airspace Docket No. 99-ACE-23). An error was subsequently discovered in the airspace designation for Thomas County Airport. This action corrects that error. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the

rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the error in the airspace designation and confirms the effective date to the direct final rule.

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 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 September 9, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

#### Correction to the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for Thomas County Airport, as published in the **Federal Register** on June 10, 1999 (64 FR 31116), (**Federal Register** Document 99-14608; page 31117, column two) is corrected as follows:

#### §71.1 [Corrected]

#### ACE NE E5 Thedford, NE [Corrected]

On page 31117, in the second column, line two, correct the airspace designation by removing "6.3" and adding "6.4"

Issued in Kansas City, MO on July 30, 1999.

**Herman J. Lyons, Jr.,**

*Manager, Air Traffic Division, Central Region.*

[FR Doc. 99-20525 Filed 8-9-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AWP-21]

#### Modification of Class E Airspace; Kingman, AZ

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

**ACTION:** Final Rule.

**SUMMARY:** This action modifies the Class E airspace area at Kingman, AZ. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 3 and GPS RWY 21 at Kingman Airport has made this action 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 to Kingman Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations Kingman Airport, Kingman, AZ.

**EFFECTIVE DATE:** 0901 UTC September 9, 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 June 7, 1999, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Kingman, AZ (64 FR 30260). Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 3 SIAP at Kingman Airport. This action will provide adequate controlled airspace for IFR operations at Kingman Airport, Kingman, 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 7400.9F dated September 10, 1998, and effective September 16, 1998, 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 Kingman, AZ. Controlled airspace